



Tolling Study Committee Meetings

[Tolling Study Committee Meeting Materials – October 1, 2009](#)

- Agenda
- Additional Toll Scenarios for CRC Tolling Study
- Tolling Outreach Activities
- Presentation – Tolling Study and Outreach Update
- Press Release - September 25, 2009 - CRC tolling study committee meets October 1
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[Tolling Study Committee Meeting Materials – December 7, 2009](#)

- Agenda
- Traffic Effects for Tolling Scenarios
- Toll Rates for Tolling Scenarios
- Presentation
- Press Release – December 1, 2009 - CRC Tolling Study Committee Meets Dec. 7
- Meeting Summary

June 2009 Open Houses

[Tolling Related Open House Materials](#)

- Tolling Display Boards
- Tolling and Traffic Management Fact Sheet
- Press Release - June 17, 2009 - Columbia River Crossing provides update at June open houses

July 2009 Tolling Listening Sessions

[Listening Session Materials](#)

- Listening Session Display Boards
- Tolling and Traffic Management Fact Sheet
- Comment Form
- Tolling Study Committee Materials
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 - Toll Rate Schedules for the Preliminary Toll Scenarios
 - Traffic Effects of Preliminary Toll Scenarios
 - Tolling Listening Session presentation

- Press Release - June 25, 2009 - CRC listening sessions focus on tolling and traffic management

Community Outreach

[Online Survey Form](#)

[Community and outreach presentations](#)

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[Locations that posted information on the web or in print](#)

[Tolling factsheet – Spanish](#)

[Tolling factsheet – Russian](#)

[Tolling factsheet – Vietnamese](#)



Meeting Agenda

MEETING TITLE: Tolling Study Committee
DATE: Thursday, October 1, 2009, 6:00-8:00 p.m.
LOCATION: Portland Expo Center, Exhibit Hall D
2060 N Marine Drive, Portland, OR 97217

TIME	TOPIC
6:00 p.m.	Welcome and project update
6:05 p.m.	Toll setting processes and coordination opportunities
6:20 p.m.	Additional tolling scenarios
6:25 p.m.	Update on tolling outreach and frequent questions
7:10 p.m.	Public comment (advance sign-up requested)
7:55 p.m.	Next Steps
8:00 p.m.	Adjourn

PARKING:

Free parking available at the Portland Expo Center, entrance on N. Force Avenue

PUBLIC TRANSIT DIRECTIONS from PORTLAND:

TriMet MAX Yellow Line to Expo Center station
More info: www.trimet.org or 503-238-RIDE

PUBLIC TRANSIT DIRECTIONS from VANCOUVER:

Several options available, please visit www.c-tran.com

Meeting facilities are wheelchair accessible and children are welcome. Individuals requiring reasonable accommodations may request written material in alternative formats or sign language interpreters by calling the project team at the project office (360-737-2726 and 503-256-2726) one week before the meeting or calling Washington State's TTY telephone number, 1-800-833-6388.

Additional Toll Scenarios for CRC Tolling Study

1. **Toll I-5 Bridge Only, Variable Rate Tolls, Lower than Base Draft EIS Peak-Period Toll**
 - Same time periods as Draft EIS base tolls
 - \$1.50 peak, \$1.25 shoulder, \$1.00 off-peak

2. **Toll I-5 Bridge and I-205 Bridge, Variable Rate Tolls, Lower than Base Draft EIS Peak-Period Toll**
 - Same as Scenario A, except toll both bridges

3. **Toll I-5 Bridge Only, Fixed-Rate Toll**
 - Same rate all times of day
 - Auto rate = weighted average toll for base Draft EIS toll rate = \$1.65

4. **Toll I-5 Bridge Only, Variable Rate Tolls, Additional Price Points**

Time Period	Auto Amount with Transponder
12 Midnight to 5 AM	\$1.00
5 AM to 6 AM	\$1.50
6 AM to 7 AM	\$2.00
7 AM to 9 AM	\$2.50
9 AM to 10 AM	\$2.00
10 AM to 3 PM	\$1.75
3 PM to 4 PM	\$2.00
4 PM to 6 PM	\$2.50
6 PM to 7 PM	\$2.00
7 PM to 8 PM	\$1.50
8 PM to 12 Midnight	\$1.00

5. **Toll I-5 Bridge Only, Variable Rate Tolls, 50% higher rates than Base Draft EIS**
 - Same time periods as Draft EIS base tolls
 - \$3.00 peak, \$2.25 shoulder, \$1.50 off-peak

6. Toll I-5 and I-205 Bridge: Variable Rate Tolls, I-5 Bridge Base Toll with Lower Peak-Period Toll on I-205

	I-205	I-5
12 Midnight to 5 AM	\$1.00	\$1.00
5 AM to 6 AM	\$1.25	\$1.50
6 AM to 10 AM	\$1.50	\$2.00
10 AM to 3 PM	\$1.25	\$1.50
3 PM to 7 PM	\$1.50	\$2.00
7 PM to 8 PM	\$1.25	\$1.50
8 PM to 12 Midnight	\$1.00	\$1.00

ASSUMPTIONS FOR ALL TOLL SCENARIOS

- Only post-completion toll scenarios will be modeled
- Tolls shown above are in \$2006
- Toll rates shown above are for vehicles with transponders
- Vehicles without transponders pay \$1.00 administrative fee for pay-by-plate
- Toll rates increase by 2.5 percent per year to keep pace with expected inflation
- Trucks 2X auto for medium and 4X auto for large



2009 Tolling Outreach June 21 – September 30

NEIGHBORHOOD & COMMUNITY PRESENTATIONS (attendance indicated in parentheses)	DATE
Columbia River Crossing Open House: Portland (61)	June 23
Columbia River Crossing Open House: Vancouver (54)	June 24
Columbia River Crossing Tolling Listening Sessions: Vancouver (32)	June 30
Columbia River Crossing Tolling Listening Sessions: Portland (41)	July 1
East Columbia Neighborhood Association Barbeque (15)	August 1
Rose Village Neighborhood Association (9)	August 11
Arnada Neighborhood Association (31)	August 13
Clark County Bicycle Advisory Committee (16)	August 18
Community Choices (10)	August 20
Vancouver-Clark Parks and Recreation Advisory Commission (9)	August 21
Bike Me! Vancouver (30)	August 26
Shumway Neighborhood Association (40)	September 3
Hayden Island Manufactured Home Owners and Renters Association (15)	September 3
Vancouver Housing Authority, Resident Advisory Board (9)	September 8
Arnada Neighborhood Association (35)	September 10
Hayden Island Neighborhood Network (15)	September 10
Bridgeton Neighborhood Association (16)	September 14
Neighborhood Traffic Safety Alliance (23)	September 15
League of United Latin American Citizens (7)	September 16
Rose Village Neighborhood Association (14)	September 22
Esther Short Neighborhood Association (40)	September 23
Northeast Coalition of Neighborhoods (12)	September 23

FREIGHT AND BUSINESS GROUP PRESENTATIONS	DATE
Battle Ground Chamber of Commerce (42)	July 2
CRC Freight Working Group (n/a)	July 8
Port of Vancouver Tolling Presentation (57)	August 18
Port of Portland Tolling Presentation (20)	August 18
West Coast Corridor Coalition (25)	September 3
Oregon Business Association, Transportation Committee (5)	September 10
Uptown Village Association (5)	September 13

Economic Roundtable (8)	September 16
Parkrose Business Association (50)	September 17
Washington State Good Roads and Transportation Annual Conference (30)	September 18
CRC Freight Working Group (n/a)	September 22
Oregon Association of Minority Entrepreneurs (5)	September 25
CRC Marine Drive Stakeholder Group (n/a)	September 30

FAIRS AND FESTIVALS	DATE
Portland Sunday Parkways: North (117)	June 21
Good in the Neighborhood (51)	June 27
Vancouver Farmers Market (86)	July 11
Battle Ground Harvest Days (90)	July 18
Portland Sunday Parkways: Northeast (150)	July 19
Ho'ike and Hawaiian Festival (138)	July 25
East Portland Expo (10)	July 25
St. John the Evangelist Catholic Church Transportation Fair (15)	July 26
National Night Out Block Party: Hayden Island Manufactured Home Community (35)	August 4
National Night Out Block Party: Esther Short Neighborhood (24)	August 4
National Night Out Block Party: Hacienda House (3)	August 4
Vancouver Farmers Market (91)	August 8
Clark County Fair (n/a)	August 8
Portland Sunday Parkways: Southeast (89)	August 16
Port of Ridgefield Commissioner's Picnic (52)	August 21
St. Johns Farmers Market (32)	August 22
Interstate Farmers Market (41)	August 26
TriMet MAX Green Line Opening Day: Portland Pioneer Square (100)	September 12
TriMet MAX Green Line Opening Day: Clackamas (materials only)	September 12

LOCATIONS WHERE INFORMATION WAS POSTED OR DISTRIBUTED
Arnada Neighborhood Association newsletter
City of Portland Web site
City of Vancouver Web site
Clark County Smart Commuter Program e-newsletter
Clark County YMCA
Columbia River Crossing e-Update

Columbia River Crossing Tolling Web site

Copy Express employee newsletter

C-TRAN Web site

East Portland Neighborhood Office newsletter

Ellsworth Springs Neighborhood Association newsletter

Esther Short Commons Apartments

Greater Clark County Chamber of Commerce Web site

Immigrant and Refugee Community Organization

Kenton Neighborhood Association Web site

Kevanna Park Neighborhood Association newsletter

King Neighborhood Association Web site

Legacy Emanuel Medical Center

Luepke Center, Vancouver

Metro Web site

North Clackamas Chamber of Commerce e-newsletter

Oregon Business Association newsletter

Oregon Department of Transportation Web site

Portland Bureau of Transportation e-newsletter

Portland Pearl Rotary

Russian Oregon Social Services

St. Andrew Catholic Church

TriMet Web site

Vancouver Housing Authority newsletter

Washington State Department of Transportation SW Region Web site

Columbia River **CROSSING**

Tolling Study and Outreach Update

Tolling Study Committee
October 1, 2009

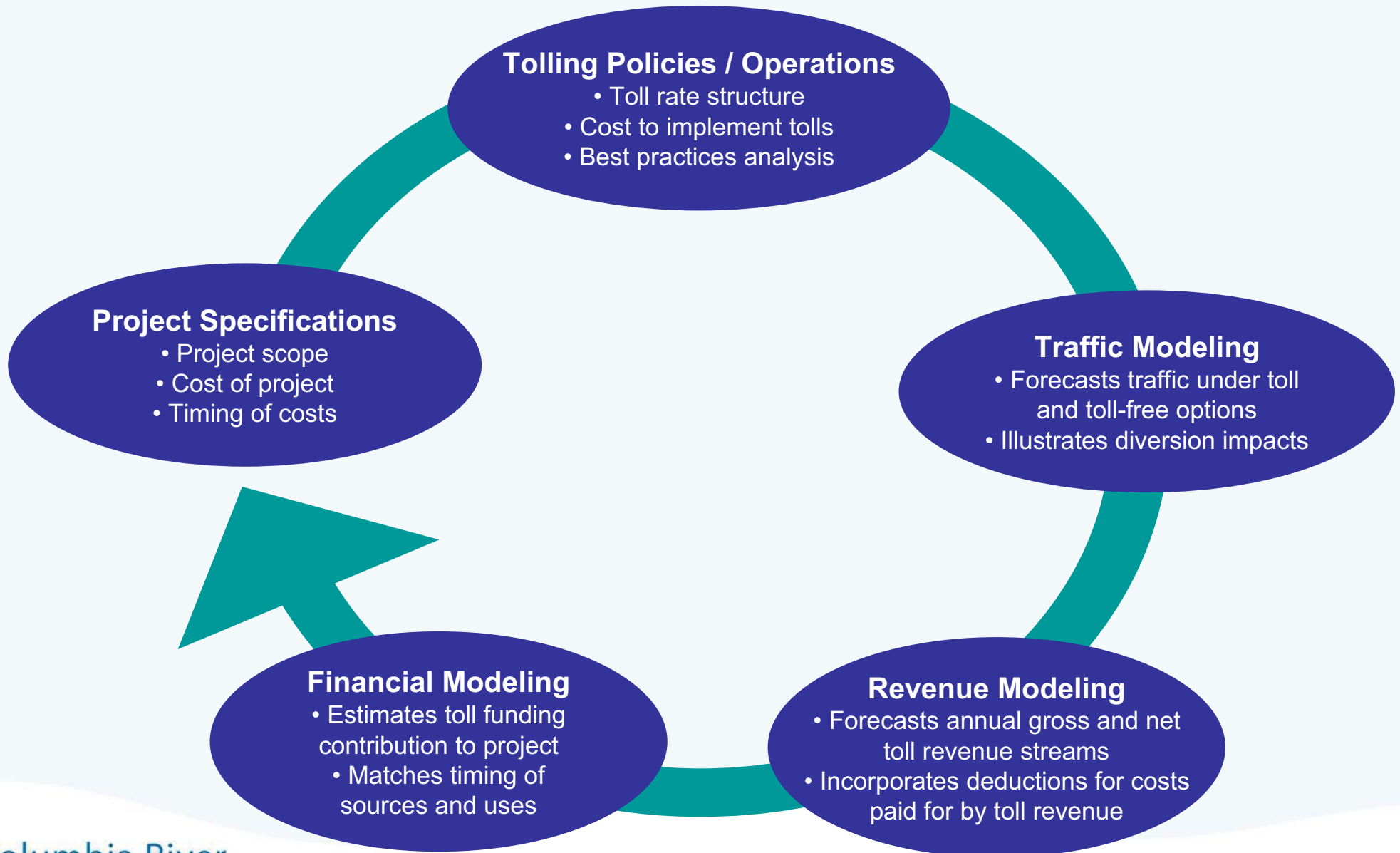


Columbia River **CROSSING**

Bi-state coordination



Determining project costs and funding



Columbia River **CROSSING**

Federal tolling roles and responsibilities



Federal

- Federal regulations assign tolling responsibilities to the states
- If federal participation is used, an agreement is required between state and federal governments
- Tolling permitted on reconstruction/replacement projects for existing free bridges
- Pilot programs exist for tolling and pricing existing facilities

Note: Congress is currently renewing and rewriting federal transportation law. There may or may not be changes to the tolling provisions. It is unlikely the bill will be rewritten until next year.

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Washington tolling roles and responsibilities



Washington guidelines

- Tolling should be used when it can:
 - contribute a significant portion of the cost of a project that cannot be funded solely with existing sources
 - optimize the performance of the transportation system
- Toll rates must be set to meet anticipated funding obligation to the extent possible. The toll rates should be set to optimize system performance, recognizing necessary trade-offs to generate revenue.
- Tolling should be fairly and equitably applied and not have significant adverse diversion impacts that cannot be mitigated.

Washington State Legislature

- Only the Legislature may authorize the imposition of tolls on eligible toll facilities.

Washington State Transportation Commission

- Tolling Authority

- Sets toll rates and considers state policy guidelines in determining toll rates
- Establishes appropriate exemptions
- Reviews toll collection policies, toll operations policies, and toll revenue expenditures on the eligible toll facilities
- Ensures that toll rates will generate revenues sufficient to meet operating costs of the eligible toll facilities and meet obligations for the timely payment of debt service on the bonds

Washington State Department of Transportation

- Responsible for the planning, analysis and construction of all toll bridges and other toll facilities.
- Must utilize and administer toll collection systems that are simple, unified and interoperable.
- To the extent practicable, the department shall avoid the use of toll booths.
- Set statewide standards and protocols for all toll facilities within the state.

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Oregon tolling roles and responsibilities



Oregon Legislature and Treasurer

- Oregon State Legislature
 - The Oregon Legislature has granted authority to the Transportation Commission to set tolling policies.
- State Treasurer
 - Upon the request of the Oregon Department of Transportation, the State Treasurer may issue revenue bonds to finance a tollway project

Oregon Transportation Commission

- Tolling Authority
 - Establishes tolls for state tollways after taking into account certain statutory considerations, including cost of construction, reconstruction, maintaining, repairing and operating the tollway and debt service requirements
 - Adopts rules specifying process for reviewing toll proposals
 - Adopts rules setting standards for electronic toll collections systems and photo enforcement systems to ensure compatibility with the State of Washington to the extent technology permits
 - May set variable tolls depending upon time and day of use

Oregon Department of Transportation

- Responsible for the planning, design, construction, reconstruction, operation, maintenance and repair of all tollway projects
- May operate and collect tolls on any tollway project through electronic toll collection and/or toll booth collection
- Under policy set by the Oregon Transportation Commission, all electronic toll collections systems on Oregon state highways must use the same transponders as those planned for use in Washington

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Additional scenarios



Preliminary tolling scenarios

No toll scenario: Studied for comparison purposes

- Assumes new bridge; tolls not charged
- Cannot fund project without tolls

Six preliminary tolling scenarios

- Four scenarios for tolling I-5; two for tolling I-5 and I-205

Tolling during construction (beginning 2012):

- Option could be added to any scenario to raise additional funds and manage congestion

Additional I-5 toll scenarios - tolls collected both directions

- Lower than base toll
- 1.5x base toll
- Additional price points
- Fixed rate toll

Financial model assumes trucks would pay 2X the auto rate for medium trucks and 4X auto rate for large trucks.

Additional I-5 and I-205 toll scenarios

- Lower than base toll
- I-5 base toll, lower I-205 peak toll

Tolls could be collected southbound only; roundtrip tolls would be double the amounts shown. Financial model assumes trucks would pay 2X the auto rate for medium trucks and 4X auto rate for large trucks.

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What we've been
hearing



Tolling outreach activities, June - September

- 2 open houses
- 2 listening sessions
- 2 freight forums
- 11 presentations to business/freight groups
- 18 community group presentations
- 19 fairs and festivals
- 30 agencies/organizations have posted or distributed information
- Tolling Web site: <http://tolling.columbiarivercrossing.org>
- CRC tolling Web survey (runs through October)

These activities are part of the project's 600 events to date, reaching over 20,000 people.

Frequent questions

- Technology and logistics
- Discounts and equity
- Freight and business



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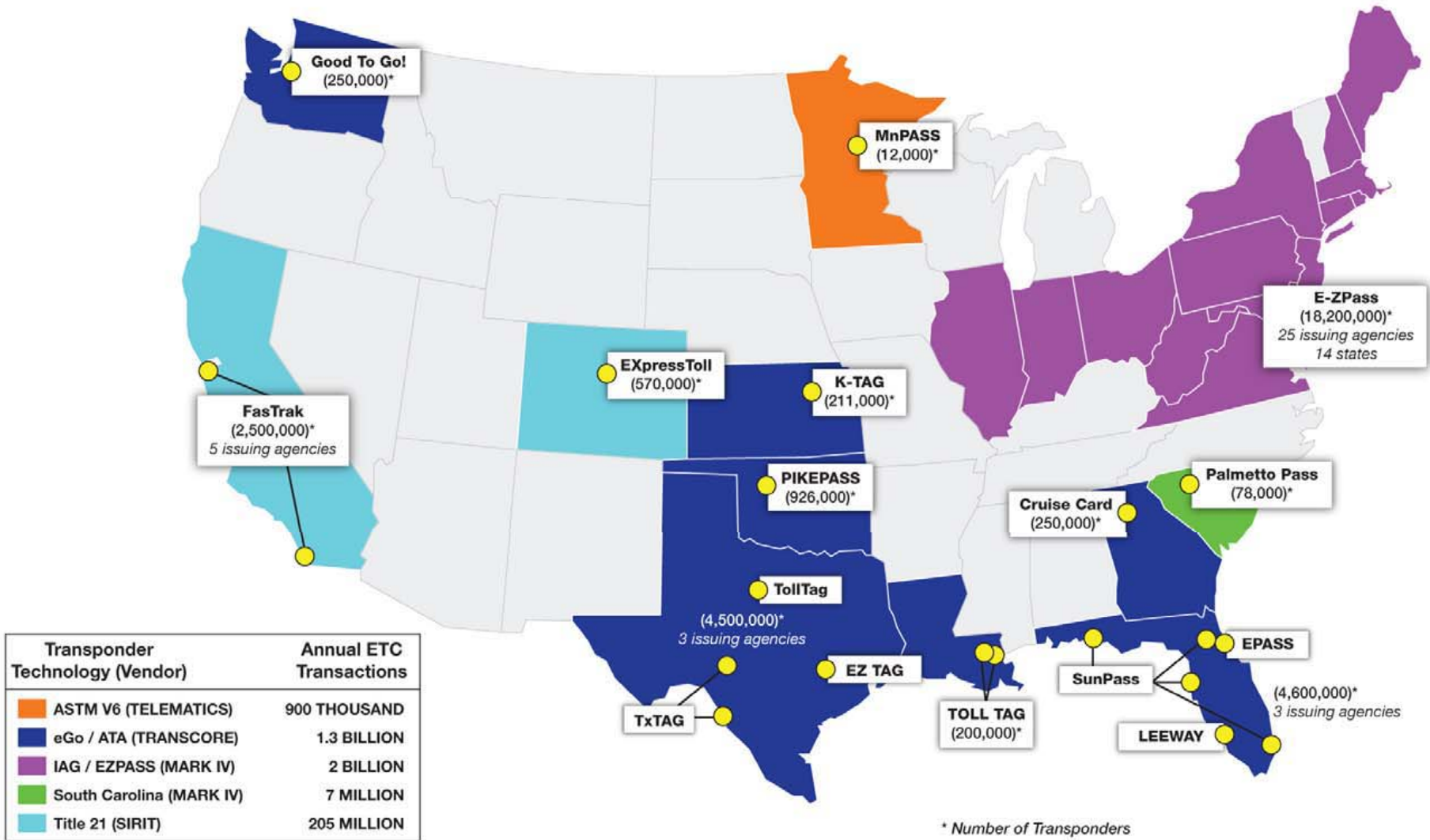
Technology and logistics



Technology and logistics

- How will transponders work?
- If I don't want a transponder, what are my options?
- What about rental cars and out-of-state visitors?
- Can multiple vehicles be linked to the same account?
- How are other states dealing with these issues?

ETC Transponders and Annual Transactions



Source: IBTTA, transactions based on year of most recently reported statistics

Three ways to pay



1. **Good To Go!** – Transponders will work on the new I-5 Columbia River crossing just as they will on the Tacoma Narrows Bridge, SR 520 Bridge and SR 167 HOT lanes.



2. **Pre-pay video tolling** – Video toll users can have a pre-paid account, but instead of reading a transponder, video cameras read the license plate.

3. **Post-pay video tolling** – Those without a pre-paid account will receive a billing in the mail. An infraction notice would be sent to those who fail to pay.

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Discounts and Equity



Discounts and equity

- How and when will the decision be made about discounts?
- Will discounts be allowed?
 - Geographic location
 - Frequency of daily use
 - Low-income
- How can tolls be more equitable?
- How will toll revenue be used?
- Would employers offer toll assistance (similar to current transit programs)?

National experience

Discounts

- 35 tolled bridges/tunnels on the Interstate system
- 21 toll authorities operate these facilities; no discount program is the same
- No discounts found for low-income
- Discounts affect funding amounts; typically discuss discounts when discussing rates and funding goals

Employee programs

- Tacoma Narrows: some employers choose to pay for employees' tolls as part of their commuter benefit package

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Freight and business



Freight and business

- Will fleet managers need more than one account?
- Will weigh-in-motion transponders be compatible with tolling transponders?
- Will project benefits (reduced congestion, more predictable trips, improved safety) outweigh the cost of the toll?

Tolling logistics - freight operations

- Commercial accounts can use weigh-in-motion transponders, *Good To Go!* transponders, or a combination of both types on an account.
- All vehicles in a given fleet may be linked to a single account.
- Statements of activity are available monthly and indicate the date and time of each individual vehicle's toll trip by transponder number.



Electronic toll lanes on the Tacoma Narrows Bridge.

Project benefits and toll costs – Tacoma Narrows*

- “I am a private pilot and fly out of the Tacoma Narrows Airport. I think the time spent in traffic was so long that I am saving money by paying the toll. I am not even counting my time, just the gas. The new bridge is great. Worth every penny.”
- Tacoma resident
- “The bridge is a godsend. Saving at least 20 minutes going to work and returning. Less worrying about the traffic. My time is worth \$250 an hour, so no contest.”
- Gig Harbor resident

*Quotes for a Sept. 30, 2007 *News Tribune* article

How to be heard or learn more

- Visit our tolling Web site
 - <http://tolling.columbiarivercrossing.org>
- Take our Web survey (through October)
 - <http://survey.columbiarivercrossing.org>
- Attend a Tolling Study Committee meeting
 - [Dec. 7, 2009](#)
- Email comments to feedback@columbiarivercrossing.org
- Mail comments
 - [700 Washington Street, Suite 300, Vancouver WA 98660](#)
- Sign up for project email updates

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Public comment



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Next steps



Tolling Study schedule

- Oct – Dec: Continue to engage communities
- Oct – Nov: Evaluate additional scenarios
- Dec 7, 2009: Final Tolling Study Committee meeting
- Jan 2010: Present report to Washington legislature and Governor; provide to Oregon legislature during session

FOR IMMEDIATE RELEASE
September 25, 2009

CONTACT
Mandy Putney, 360-816-2163
CRC Communications

CRC tolling study committee meets October 1

VANCOUVER – The Columbia River Crossing Tolling Study Committee is meeting Thursday, Oct. 1 from 6 to 8 p.m. at the Expo Center, 2060 N. Marine Drive, Hall D, in Portland. Public comment is scheduled to begin at 7:10 p.m. Meeting materials are available at: http://www.columbiarivercrossing.org/FileLibrary/Tolling/TSC_Meeting_Materials_100109.pdf

As directed by the Washington State Legislature, the CRC project and the Tolling Study Committee are discussing a range of tolling scenarios with the public to better understand traffic and funding effects. It is expected that a portion of the funding to build the CRC project will come from tolls, supplementing funds from federal and state sources. Tolling will also help manage traffic congestion and provide bridge users more predictable trips.

The study committee includes the directors of the Oregon and Washington transportation departments and the chairs of the two state transportation commissions. This meeting's agenda includes a presentation on existing tolling responsibilities in both Oregon and Washington, followed by a discussion of opportunities for future coordination. Additionally, the committee will hear an update on tolling outreach activities and take public comment as part of the ongoing tolling study.

The Tolling Study Committee will present its findings to the Oregon and Washington legislatures in 2010 to help shape future policies regarding tolling.

About the project

CRC is a bi-state project to reduce congestion, enhance mobility and improve safety on I-5 between SR 500 in Vancouver and Columbia Boulevard in Portland. The project will replace the I-5 bridge, extend light rail to Vancouver, improve seven interchanges, and enhance the pedestrian and bicycle path between the two cities. The cost estimates for the project is \$3.1 to \$4.2 billion, a portion of which would be financed by tolls. More information may be found on the CRC project Web site: <http://www.columbiarivercrossing.org>.

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MEETING: Columbia River Crossing (CRC) Tolling Study Committee

DATE: October 1, 2009, 6:00 pm – 8:00 pm

LOCATION: Portland Expo Center, Exhibit Hall D, Portland, Oregon

ATTENDEES from CRC TOLLING STUDY COMMITTEE:

Gail Achterman	Chair, Oregon Transportation Commission
Matthew Garrett	Director, Oregon Department of Transportation
Paula Hammond	Secretary, Washington State Department of Transportation
Carol Moser	Chair, Washington State Transportation Commission

Note: Meeting materials, including slide presentations, are available online at:
[http://www.columbiarivercrossing.org/FileLibrary/Tolling/TSC Meeting Materials 100109.pdf](http://www.columbiarivercrossing.org/FileLibrary/Tolling/TSC%20Meeting%20Materials%20100109.pdf)

A video recording of the full meeting is available at:
<http://www.cityofvancouver.us/cvtv/cvtvindex.asp?catID=999&titleID=558>

Welcome and project update

Matthew Garrett, director of the Oregon Department of Transportation (ODOT), introduced the other CRC Tolling Study Committee members and provided an overview of the meeting agenda. He said CRC is not at the point of setting toll rates, but is reviewing its designs to ensure a safe, functional, and cost-effective project. The Tolling Study Committee will be evaluating, with the public, a variety of scenarios to better understand funding and traffic effects of tolling.

Toll setting processes and coordination opportunities

Presentation on bi-state coordination and Washington roles and responsibilities for tolling

Jennifer Ziegler, government relations and communications manager with the Washington State Department of Transportation (WSDOT) tolling division, gave an overview of the toll setting process and coordination opportunities. In 2009, the Washington legislature directed WSDOT to work with ODOT on a tolling study for the CRC project. Ziegler emphasized that toll setting is an iterative process, which she described using a diagram showing project costs and funding are determined.

Ziegler discussed the federal role in tolling. Federal regulations assign tolling responsibilities to the states. Currently the federal government is going through its transportation funding reauthorization process.

In Washington state, the legislature set guidelines for the use of tolling as a funding source. They directed that tolling should be used (1) when it can contribute a significant portion of the cost of a project that cannot be funded solely with existing sources, and (2) when it can optimize the performance of the transportation system.

Only the Washington state legislature may authorize the imposition of tolls on eligible toll facilities. The Washington State Transportation Commission is designated as the tolling authority. Their role is to set toll rates and consider state policy guidelines in determining toll rates.

WSDOT is responsible for the planning, analysis and construction of all toll bridges and other toll facilities. WSDOT must utilize and administer toll collection systems that are simple, unified and interoperable, avoiding use of toll booths where practicable.

Questions from TSC members

Exemptions

Chair Gail Achterman said she noticed that only the Washington State Transportation Commission can approve toll exemptions. She asked if any have been approved and what they were for. Carol Moser said that Washington State Patrol and emergency vehicles are exempt. Paula Hammond, Washington state secretary of transportation, added that currently public transit vehicles are charged tolls on the Tacoma Narrows Bridge. The legislature may weigh in on policy decisions regarding tolling of transit and the use of the tolls. The Commission will work closely with the legislature on the topic of exemptions.

Motorists without transponders

Chair Achterman followed up by asking how bridge users without transponders are accommodated on the Tacoma Narrows Bridge. Ziegler replied that the bridge has a toll booth for such users, but the SR 520 floating bridge will not have toll booths and will feature all-electronic tolling via transponders and video license plate recognition. Drivers will have pre-payment options and signs notifying them before they reach the tolled bridge.

Social equity

Director Garrett said social equity was a prominent topic at the previous public meetings. He asked how that topic has been addressed elsewhere and whether it has come up in the legislature or at the transportation commission. Ziegler answered that it's addressed in both of those venues and that on the SR 520 bridge, this topic was discussed in the light of the importance of providing improved public transit service. The SR 520 discussion has examined whether it's appropriate to provide a toll exemption for transit vehicles and whether to use a portion of tolling revenue for enhanced transit service.

Presentation on Oregon roles and responsibilities for tolling

James Whitty, manager of ODOT's Office of Innovative Partnerships and Alternative Funding, gave an overview of tolling responsibilities in Oregon. He represented ODOT during the last rewrite of tolling legislation, passed in 2007, which provided greater clarity about who has the authority to set tolls on which facilities. The Oregon Transportation Commission (OTC) was given broad authority by the legislature to set toll rates. The OTC's authority includes the ability to adopt rules specifying the process for reviewing toll proposals and the ability to set variable tolls.

ODOT is responsible for the planning, design, construction, reconstruction, operation, maintenance, and repair of all tollway projects. ODOT may operate and collect tolls via electronic toll collection, and transponders must be interoperable with those in Washington state.

Lastly, Whitty said tolls can be used to contribute to construction costs and in addition can be used for operations and maintenance costs, as in the case of CRC.

Questions

Bonds

Chair Achterman commented that in Oregon, the state treasurer is authorized to issue bonds on the basis of toll revenue. She asked who makes the decision in Washington on bonding.

Ziegler responded that it is a separate statutory authorization. The bond authorization requires a supermajority vote, so the bond bill takes a greater effort than just the toll authorization. The state treasurer's office works to sell the bonds to finance the project.

Given that this is a bi-state facility, Chair Achterman asked, are these going to be Oregon bonds or Washington bonds or some combination? Secretary Hammond said the financial plan will address this and it could be a combination. She said these questions will probably rest on the state's bonding limits and how the bonds will be backed. The tolls are the first place the bonds would be repaid. In Washington, the bonds are backed by the gas tax and by the full faith and credit of the state.

Citizen advisory input

Chair Moser asked if the Oregon Transportation Commission has any citizen advisory boards with input into the toll setting process. Chair Achterman said the Road User Fee Task Force is the closest such group, which is statutory. Whitty said there are also requirements for consultation with local government.

Secretary Hammond said that the CRC project has discussed forming a Columbia Crossing Mobility Council. This group could play a role, given the vision of them addressing performance measures and operational characteristics, both integral to toll setting.

Chair Achterman said the Road User Fee Task Force has been very involved and has issued several reports. They have been meeting for nearly 10 years and have worked on a mileage-based tax as well as congestion pricing issues. She said she can't imagine not using an advisory group for a particular facility in order to receive broader input. Director Garrett agreed. Moser said the Washington State Transportation Commission has relied heavily on the Tacoma Narrows Bridge advisory committee made up of stakeholders from the surrounding communities.

Ziegler said that in terms of legal structure for the Tacoma Narrows Bridge, the legislature required creation of a citizen advisory committee. For other projects, the Commission would have discretion about whether to establish such a committee.

Additional tolling scenarios

Presentation

David Pope, Washington tolling division, reviewed the six preliminary tolling scenarios for Interstate 5, two of which include tolls on both I-5 and I-205. The scenarios provide information about the funding contribution possible from different toll rates. He cautioned that toll rates are shown for modeling purposes only.

After meetings of the Tolling Study Committee in summer 2009, additional I-5 and I-205 toll scenarios were created, in part as a response to public feedback. These included a scenario of 1½ times the base toll, among others. The scenario of tolling during construction, beginning in 2012, can be added to any of the scenarios.

Pope discussed scenarios using the handout titled *Additional Toll Scenarios for CRC Tolling Study*. Findings to these scenarios will be provided this fall to the Committee and the public.

Questions

Truck toll rates

Chair Achterman asked if it is standard for trucks to pay higher toll rates. Pope said the rates of two times and four times the base toll rate were included in the model for CRC. On the Tacoma Narrows Bridge, tolls are based on number of axles.

Diversion to other roads

Chair Moser asked whether the project examined diversion impacts to other roads. Pope answered yes and said diversion occurs depending on different toll rates. Chair Moser asked about effects to transit. Richard Brandman, CRC project director, said the model assumes some diversion to transit due to the toll and that transit will not be charged a toll, though such policy would be determined in the future.

Directional tolling

Director Garrett asked if there are efficiencies if tolls are collected southbound only. Pope said that, traditionally, the fewer toll collection points there are, the more efficient it is. When you talk about tolling both for revenue and traffic management, there's an operation issue if you don't have tolling in a certain direction, because you would lose the ability to manage that traffic.

Update on tolling outreach and frequent questions

Mandy Putney, CRC consultant communications manager, gave an update on public outreach activities since the last Tolling Study Committee meeting in July. Project staff have talked in person to about 1,700 members of the public over the last few months in a number of different settings. Over 3,800 people have completed the project's online tolling survey to date. Public comments and questions have often focused on technology and logistics, discounts and equity, and effects to freight and businesses.

Putney said transponders for electronic toll collection are being used around the nation and showed a map of such states. There will be three ways to pay: the Good to Go! transponder, pre-pay license plate account, or post-pay account.

Putney summarized public comments and questions on the topic of discounts and equity. Nationally, of 21 toll authorities managing interstate highways, no two discount programs are the same and none offers discounts for low-income users. For users of the Tacoma Narrows Bridge, some employers choose to pay for employees' tolls as part of their commuter benefit package.

The project has held discussions with the freight community, which is interested in managing toll payments for their fleets of trucks.

Chair Achterman summarized her understanding of where the project is in the process: We're not going to make decisions on toll design and toll rates until later as part of the overall financing and operations plans. Public input will help inform future decisions by the state transportation commissions and the legislatures. The project wants to understand public opinion on tolling so the project will work. Putney agreed that a lot of the project's outreach is akin to "Tolling 101." Putney summarized how the public can learn more and share comments via the online tolling survey through October 31.

Questions

Interoperable transponders

Chair Achterman asked whether blocks of states have interoperable toll collection systems and interstate agreements, including for revenue distribution. She asked what "interoperable" means and whether revenue for cross-state trips divides revenue among the states traveled through. David Pope said the answer is yes and no regarding interoperability. For some states it's interoperable. Florida is unique. For the map, purple states in the northeastern U.S. have agreements to share revenue.

Chair Achterman said that when using the word "interoperable," Oregon and Washington will need to have agreements to account for the back office as well as the front-end ease of use for drivers.

Transit service on other tolled facilities

Project staff were asked whether they have information about what kind of public transit service is offered on the other tolled facilities around the nation.

Administrative costs of toll collection

Chair Moser asked which toll collection methods are the most efficient in terms of back office operations. Pope said there's not an easy answer to the question, but generally the least expensive method is with a transponder. The next is via license plate recognition software. And the next is to reach people afterwards via mail. It becomes expensive once you send the bill and continue to attempt to collect. Chair Achterman added that the most expensive would be manual toll collection with staffed toll booths.

Director Garrett asked if the administrative costs of tolling are coming down. Pope said economies of scale and higher vehicle volumes can help reduce costs.

Privacy

Director Garrett asked how other tolled projects around the nation have protected personal information and user privacy. Pope said many toll facilities converting to all electronic toll collection are dealing with these issues now and that the CRC project is starting to collect that information. Jennifer Ziegler added

that the Washington legislature has requested information on privacy safeguards, the retention of personal information, and wants a strategy addressing this to be built into the legislation.

Public comment

Note: A video recording of the full meeting is available at:
<http://www.cityofvancouver.us/cvtv/cvtvindex.asp?catID=999&titleID=558>

Eleven public comments were provided and are summarized below.

Larry Paulson, executive director of the Port of Vancouver, is concerned with freight mobility and has served on the last two task forces for the CRC project. It's clear, he said, that a local funding match is necessary and tolls are the way to do that. In August, the Port hosted a meeting with about 70 members of the freight community. The business community recognizes the need for tolls to build this project and hopes the economic benefits of the tolling process can be communicated well to the community. The cost related to waiting in traffic is offset by the toll. Tolls are necessary for a bridge that is essential.

Terry Parker, a Portland resident, said the latest public survey on tolling is incomplete. It lacks equity, transparency, and accountability. The survey is tainted and is missing questions about tolling transit riders and bicyclists. The persona of bicyclists in Portland is that they do not pay their fair share of taxes to maintain our roads. Motorists already pay gas taxes, license fees, and more. Transit riders pay none of this. It's tax discrimination. Not tolling these other users is socialist. If it's unaffordable to build the project without keeping tolls at a minimum, then it's also unaffordable to build an extravagant light rail system and bike path.

Edward Barnes, former member of the Washington State Transportation Commission, said he was involved in the Tacoma Narrows Bridge project from the day it started. After that bridge was opened with tolls, the Commission heard so much positive feedback about the benefits of the toll in reducing trip times and improving reliability. When people find out what tolls will save them, they'll be supportive. In a few years it'll be 15 hours per day of congestion. Barnes said he would like to see tolls on both the I-5 and I-205 bridges since the most development is happening in east Vancouver. Members of organized labor say that if we need to do something to ensure getting to and from work on time, then they'll support that.

Chair Achterman asked whether the project has to have federal USDOT authority before being able to toll I-205. Other TSC members said yes.

Jeff Arntson, vice president of Albina Fuel Company, a 106-year old business in Portland and Vancouver, echoed comments from Larry Paulson about freight carriers being willing to pay an appropriate toll in order to gain travel time savings. Arntson believes there should be a "pay to play" approach, including for pedestrians, bicyclists, and public transit riders. He likes the Washington concept that tolling is gap financing. If the money is collected, the tolls should go away when the bridge is paid for. The petroleum marketers are the unpaid tax collectors for both states. People will make choices and tolling the new facility is appropriate but not tolling an existing one.

Ginger Metcalf, executive director of Identity Clark County, represents 100 major businesses. A key to any major transportation solution is tolling, and soon. Forty years of sizzling growth and vehicle miles traveled has left too many roadways in disrepair or obsolete. Federal stimulus funds are below what is needed. The state and federal gas tax contributions are failing to meet the funding needs. Toll-flavored Castor Oil for all is part of the solution.

Kathryn Williams, Port of Portland, said we must strategically maintain and operate our transportation system. I-5 moves the most freight between Portland and Seattle. The Port supports tolls as a critical element of the finance plan and for long-term active management of the system. She thanked the project for its targeted outreach to the freight community.

Heather Rice, project manager for the Columbia River Crossing Coalition, said her group is supported by more than 175 businesses and organizations in both Oregon and Washington, representing local businesses, labor unions, hospitals and community advocates. They support the crossing because it will reduce congestion, improve safety and access, and support environmental goals by including light rail, bike/pedestrian improvements, and tolling. Construction dollars will go directly into the community. For

Schnitzer Steel it costs \$75/hour to operate a truck. Trucking companies and local businesses absolutely support tolls. A new crossing is needed as soon as possible.

John Charles, president of the Cascade Policy Institute, was also appointed to the Road User Fee Task Force some years ago. He asked the project to think more strategically. He appreciates that the project has added more tolling price points. But if the performance standard is free flow conditions at all times, he said, you may need up to 14 price points. They should not be arbitrary. If you're selling speed, one-way tolling doesn't make sense and there's no need for light rail. You don't need both congestion pricing and light rail. You're putting a huge amount of resources in a tiny geographic area. What if you looked at tolling regionwide and on other bridges in Portland to generate revenue and increase capacity on I-5 in the Rose Quarter? Regarding pre-construction vs. post-construction tolling, if you toll early you'll actually get information to help guide decisions about how much additional capacity is needed. The current system is not very socially equitable. Congestion pricing is progressive.

Steve Herman, Vancouver resident, asked the Committee to disclose the all funds budget and number of employees for the CRC project for one year. He said he has heard it's multi-billions and 10,000 employees between the two states. We all have to have priorities in our household budgets, he said. We're forced to make decisions. This problem has been festering for at least a decade. Your departments have been sitting on their hands knowing this project was needed. You're asking us to accept that tolls are needed. It doesn't wash with us. It's just another income source for your departments. How you can affect these families that have other expenses like household costs and taxes?

Sorin Garber, NE Portland resident, said he is a greenie but feels that the highway portion of this project is the most important part of this project and we can't do it without tolling. Trucking costs are really more like \$98/hour. Regarding the project's outreach effort, we need to stop providing just information – about technologies, diversion, privacy, etc. We haven't done engagement and asked people what their feelings are yet. You should ask questions that get at this. We need real feedback now. We need a more modern and more mature discussion with the public about these things. He said he worked on the Dulles Toll Road in Virginia with Goldman Sachs as the investor. Our models aren't sophisticated enough. You may have the y part which is the rate but you need the x part which is the forecast, he said.

Secretary Hammond said when it comes time to finance the project, an investment grade tolling analysis is necessary, and that will be done as soon as the size and design of the bridge is settled. The SR 520 project's investment grade tolling analysis will provide some helpful insight.

Garber asked if it's possible to compare what the planning level estimates were to what you actually got so you can use that when you're thinking about what you want to do with your plan. Secretary Hammond thinks it's possible on the facilities already in place and we'll see how the SR 520 investment grade tolling goes.

Chair Achterman said that's a good point regarding how to embark on tolling. Washington is thinking about this with the House Bill 2001 pilot project mandate. How do we do experimental design so we can learn how this new tool works if we're going to adopt it at all?

Secretary Hammond added that WSDOT learned valuable lessons after creation of the Tacoma Narrows Bridge tolling back office accounting practices that informed is set up and improved for better ways to advance the practice, design features, technology and reporting for the new SR 520 accounting office.

Sharon Nasset, North Portland resident, said a bridge lottery would be nice and act as a congestion buster. The economy, safety, and environment are why we're building this bridge, she said. The current bridges are structurally sufficient. I-5 is the highest urbanized area as far as the price. We need a third bridge and should leave the existing bridges in place because they have 50 years of life in them. Before we do anything to the I-5 bridge, we need a third bridge. The SW Washington Regional Transportation Council has also recommended a third bridge. Our future employment is all on the west side where the ports are continuing to grow. It's where our future jobs and deepwater ports are. I believe three tolls on three bridges would be lovely. But we should not have a class distinction.

Next steps

Director Garrett described the tolling study schedule. The project will continue to engage communities through December, will evaluate additional tolling scenarios through November, and will hold the final TSC meeting on Dec. 7 before issuing a report to the Washington legislature and governor in January 2010 and the Oregon legislature during session.

Secretary Hammond asked what additional public opinion surveys might be planned and when the project will hear what people are saying based on the information they've received. The tolling survey runs through October 31. In addition to the survey, outreach will continue to community and business groups.

Secretary Hammond said on the SR 520 floating bridge project, there was an interesting moment when they saw the data and compared it to the public feedback.

Ziegler said the scope and breadth will be different from SR 520, partly due to the shorter timeline for CRC. We have a shorter legislation session, they need the info right away, and the stage of development of the CRC project is different from 520, Ziegler said. So the recommendation the TSC makes might be to build on the information and later have a more exhaustive analysis and public engagement process.

Patricia McCaig, CRC communications director, said CRC is in a different place than SR 520 was. We have to have something real to talk with the public about to get their reactions, she said, and we're still in a formation stage. After the financing plan and Final Environmental Impact Statement are complete, you'll likely see more scientific surveying.

Secretary Hammond stressed the need to emphasize that this initial report to the legislature is just the first step.

Director Garrett thanked the attendees for sharing their time and thoughts, then adjourned the meeting.

MEETING TITLE: Tolling Study Committee

DATE: Monday, December 7, 2009, 6:00-8:00 p.m.

LOCATION: Washington State Department of Transportation, SW Region
11018 NE 51st Circle, Vancouver, Washington 98662

TIME	TOPIC
6:00 p.m.	Welcome and project update
6:05 p.m.	Tolling scenarios
6:45 p.m.	Advanced traffic management technology
6:55 p.m.	What we've been hearing
7:15 p.m.	Expected next steps after the Tolling Study report
7:30 p.m.	Public comment (advanced sign-up requested)
8:00 p.m.	Adjourn

PARKING:
Free parking available in spots marked "visitor."

PUBLIC TRANSIT DIRECTIONS from PORTLAND:

From Downtown Portland, take C-TRAN Express Bus #164 to the Fisher's Landing Transit Center. Transfer to Bus #80 (Van Mall/Fisher's) eastbound to 49th and 112th Avenue. WSDOT SW Region Headquarters is 2 blocks north of this bus stop.

More info: www.trimet.org or 503-238-RIDE

PUBLIC TRANSIT DIRECTIONS from VANCOUVER:

From Downtown Vancouver take C-TRAN Bus #4 (Fourth Plain) eastbound to the Vancouver Mall Transit Center. Other buses to Vancouver Mall are #32, 72, 44 and 78. From the Mall Transit Center, transfer to Bus #80 (Van Mall/Fisher's) eastbound to 49th and 112th Avenue. WSDOT SW Regional Headquarters is 2 blocks north of this bus stop.

Several options available, please visit www.c-tran.com.

Meeting facilities are wheelchair accessible and children are welcome. Individuals requiring reasonable accommodations may request written material in alternative formats or sign language interpreters by calling the project team at the project office (360-737-2726 and 503-256-2726) one week before the meeting or calling Washington State's TTY telephone number, 1-800-833-6388.

Traffic Effects for Tolling Scenarios

Scenarios	Average Daily Traffic Volumes			Diversion to I-205 Compared to No Toll Scenario	Average SB I-5 Duration of Congestion	Average NB I-5 Duration of Congestion	Total Average I-5 Duration of Congestion
	I-5 Bridge Total	I-205 Bridge Total	Total River Crossings				
Existing Conditions (2005)	134,000	146,400	280,400	-	2.0 hrs	4.0 hrs	6.0 hrs
No Build	184,000	210,000	394,000	-	7.25 hrs	7.75 hrs	15.0 hrs
No Toll Scenario	220,000	203,000	423,000	-	5.5 hrs	1.5 hrs	7.0 hrs
Scenario 1A	181,000	216,000	397,000	13,000	3.5 hrs	1.0 hrs	4.5 hrs
Scenario 1B	190,000	211,000	401,000	8,000	4.0 hrs	1.0 hrs	5.0 hrs
Scenario 1C	175,000	215,000	390,000	12,000	3.75 hrs	1.0 hrs	4.75 hrs
Scenario 1D	173,000	218,000	391,000	15,000	3.25 hrs	1.0 hrs	4.25 hrs
Scenario 1E	154,000	224,000	378,000	21,000	2.75 hrs	0.75 hrs	3.5 hrs
Scenario 1F	133,000	231,000	364,000	28,000	2.0 hrs	0.5 hrs	2.5 hrs
Scenario 1G	89,000	240,000	329,000	37,000	1.0 hrs	0.0 hrs	1.0 hrs
Scenario 2A	198,000	177,000	375,000	-26,000	4.25 hrs	1.25 hrs	5.5 hrs
Scenario 2B	201,000	181,000	382,000	-22,000	4.5 hrs	1.25 hrs	5.75 hrs
Scenario 2C	192,000	185,000	377,000	-18,000	4.0 hrs	1.0 hrs	5.0 hrs

SB = southbound | NB = northbound

Notes

1. Year 2030 results shown, except for Existing Conditions (2005).
2. Average duration of daily congestion levels shown.
3. All results are approximate.
4. The no toll scenario is included for comparison purposes. Tolling is needed to fund the project.

Toll Rate Schedules for I-5 Toll Scenarios

		No Tolls	Tolling I-5						
		Studied for comparison purposes Raises ~\$0	Scenario 1A	Scenario 1B	Scenario 1C	Scenario 1D	Scenario 1E	Scenario 1F	Scenario 1G
			Draft EIS Variable Toll: Toll structure from the Draft EIS Raises ~\$1.1 - \$1.4 billion	Lower than Draft EIS Toll: Peak period tolls are lower than DEIS Raises ~\$0.9 - \$1.2 billion	Fixed Rate Toll: Same toll all day; rate based on weighted average of Draft EIS variable toll Raises ~\$1.1 - \$1.4 billion	Additional Price Points: Variable toll schedule; rates change more throughout day Raises ~\$1.2 - \$1.5 billion	1.5X Draft EIS Variable Toll: All tolls are 1.5 times the Draft EIS rates Raises ~\$1.4 - \$1.8 billion	2x Draft EIS Variable Toll: All tolls are twice the Draft EIS rates Raises ~\$1.6 - \$2.1 billion	3x Draft EIS Variable Toll: All tolls are triple the Draft EIS rates Raises ~\$1.2 - 2.0 billion
			One-Way Tolls	One-Way Tolls	One-Way Tolls	One-Way Tolls	One-Way Tolls	One-Way Tolls	One-Way Tolls
Time Period		Collected Both Directions	Collected Both Directions	Collected Both Directions	Collected Both Directions	Collected Both Directions	Collected Both Directions	Collected Both Directions	Collected Both Directions
2006 Dollars	Midnight to 5 AM	\$1.00	\$1.00	\$1.65	\$1.00	\$1.50	\$2.00	\$3.00	
	5 AM to 6 AM	\$1.50	\$1.25		\$1.50	\$2.25	\$3.00	\$4.50	
	6 AM to 7 AM	\$2.00	\$1.50		\$2.00	\$3.00	\$4.00	\$6.00	
	7 AM to 9 AM				\$2.50				
	9 AM to 10 AM	\$1.50	\$1.25		\$2.00	\$2.25	\$3.00	\$4.50	
	10 AM to 3 PM				\$1.75				
	3 PM to 4 PM	\$2.00	\$1.50		\$2.00	\$3.00	\$4.00	\$6.00	
	4 PM to 6 PM				\$2.50				
	6 PM to 7 PM	\$1.50	\$1.25		\$2.00	\$2.25	\$3.00	\$4.50	
	7 PM to 8 PM				\$1.50				
8 PM to midnight	\$1.00	\$1.00	\$1.00	\$1.50	\$2.00	\$3.00			
2018 Dollars	Midnight to 5 AM	\$1.34	\$1.34	\$2.21	\$1.34	\$2.02	\$2.69	\$4.04	
	5 AM to 6 AM	\$2.02	\$1.68		\$2.02	\$3.02	\$4.04	\$6.05	
	6 AM to 7 AM	\$2.69	\$2.02		\$2.69	\$4.04	\$5.38	\$8.07	
	7 AM to 9 AM				\$3.36				
	9 AM to 10 AM	\$2.02	\$1.68		\$2.69	\$3.07	\$4.04	\$6.05	
	10 AM to 3 PM				\$3.36				
	3 PM to 4 PM	\$2.69	\$2.02		\$2.69	\$4.04	\$5.38	\$8.07	
	4 PM to 6 PM				\$3.36				
	6 PM to 7 PM	\$2.02	\$1.68		\$2.69	\$3.02	\$4.04	\$6.05	
	7 PM to 8 PM				\$2.02				
8 PM to midnight	\$1.34	\$1.34	\$1.34	\$2.02	\$2.69	\$4.04			

- Notes**
- These are toll rate schedules analyzed for planning and testing purposes. Actual toll rates will depend on a final finance plan and will be determined by the Oregon and Washington state transportation commissions to meet legislative funding direction.
 - Toll funding contribution ranges assume 30-year state-backed debt.
 - No Toll scenario included for comparison purposes. Tolling is needed to fund the project.
 - Assumes medium trucks pay 2x and large trucks pay 4x the auto toll rate using a transponder; administrative fee would be added to process payments not involving a transponder.
 - Tolls are assumed to escalate at 2.5% per year to match the expected rate of inflation.
 - Tolling during construction could be added to any scenario. Rates assumed to match Scenario 1A, except there would be no toll from midnight to 5am. Tolling early could provide about \$330 million in additional funds for construction.

Toll Rate Schedules for I-5 & I-205 Toll Scenarios

		No Tolls	Tolling I-5 and I-205					
		Studied for comparison purposes Raises ~\$0	Scenario 2A		Scenario 2B		Scenario 2C	
			Draft EIS Variable Toll on Both Bridges: Draft EIS tolls on both bridges Raises ~\$2.8 - \$3.4 billion		Lower than Draft EIS Toll on Both Bridges: Peak period toll is lower than Draft EIS rate Raises ~\$2.1 - \$2.5 billion		Lower Toll on I-205: Peak period toll is lower on I-205 than I-5; variable rate toll on both bridges Raises ~\$2.4 - \$3.0 billion	
Time Period			Roundtrip Tolls		Roundtrip Tolls		Roundtrip Tolls	
		Northbound	Southbound	Northbound	Southbound	Northbound	Southbound I-5	Southbound I-205
2006 Dollars	Midnight to 5 AM	No Toll Collected	\$2.00	No Toll Collected	\$2.00	No Toll Collected	\$2.00	\$2.00
	5 AM to 6 AM		\$3.00		\$2.50		\$3.00	\$2.50
	6 AM to 10 AM		\$4.00		\$3.00		\$4.00	\$3.00
	10 AM to 3 PM		\$3.00		\$2.50		\$3.00	\$2.50
	3 PM to 7 PM		\$4.00		\$3.00		\$4.00	\$3.00
	7 PM to 8 PM		\$3.00		\$2.50		\$3.00	\$2.50
	8 PM to midnight		\$2.00		\$2.00		\$2.00	\$2.00
	2018 Dollars		Midnight to 5 AM		No Toll Collected		\$2.69	No Toll Collected
5 AM to 6 AM		\$4.04	\$3.36	\$4.04		\$3.36		
6 AM to 10 AM		\$5.38	\$4.04	\$5.38		\$4.04		
10 AM to 3 PM		\$4.04	\$3.36	\$4.04		\$3.36		
3 PM to 7 PM		\$5.38	\$4.04	\$5.38		\$4.04		
7 PM to 8 PM		\$4.04	\$3.36	\$4.04		\$3.36		
8 PM to midnight		\$2.69	\$2.69	\$2.69		\$2.69		

Notes

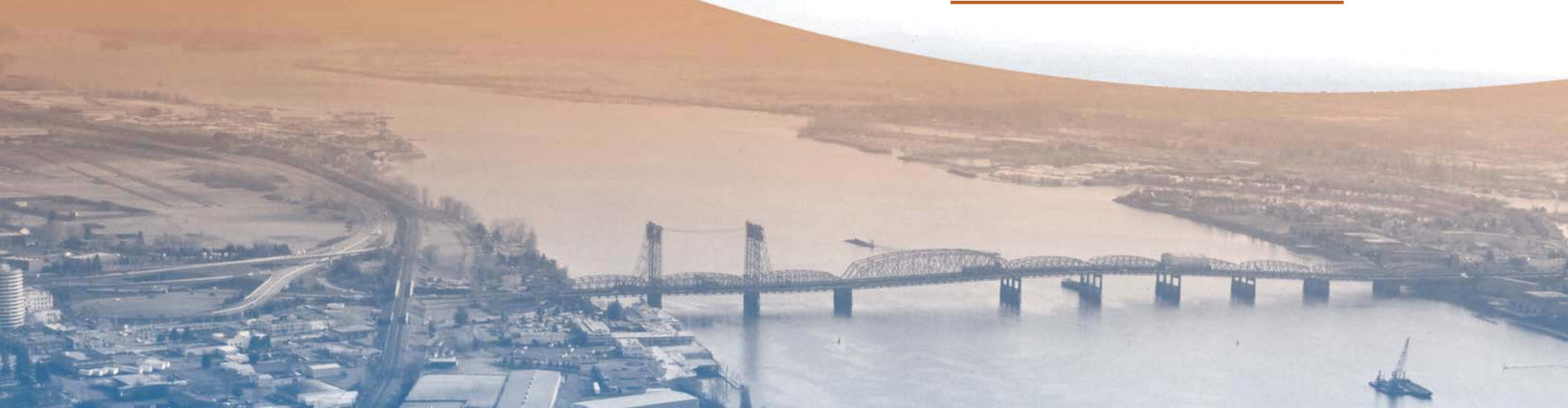
1. These are toll rate schedules analyzed for planning and testing purposes. Actual toll rates will depend on a final finance plan and will be determined by the Oregon and Washington state transportation commissions to meet legislative funding direction.
2. Toll funding contribution ranges assume 30-year state-backed debt.
3. No Toll scenario included for comparison purposes. Tolling is needed to fund the project.
4. Assumes medium trucks pay 2x and large trucks pay 4x the auto toll rate using a transponder; administrative fee would be added to process payments not involving a transponder.
5. Tolls are assumed to escalate at 2.5% per year to match the expected rate of inflation.
6. Tolling during construction could be added to any scenario. Rates assumed to match Scenario 1A, except there would be no toll from midnight to 5am. Tolling early could provide about \$330 million in additional funds for construction.

Columbia River **CROSSING**



Tolling Study Committee

WSDOT SW Region, Vancouver, WA
December 7, 2009



Agenda

- Scenarios being studied
- Smarter highways and active traffic management
- What we've been hearing
- Expected next steps after the report
- Public comment

Columbia River **CROSSING**

Tolling scenarios



Tolling scenario evaluation

- Six preliminary tolling scenarios discussed with public (summer, fall 2009)
 - Four scenarios for tolling I-5; two for tolling I-5 and I-205
- Updates and additional analysis (fall 2009)
 - 2 scenarios dropped from consideration
 - Preliminary scenarios updated
 - 6 new scenarios modeled

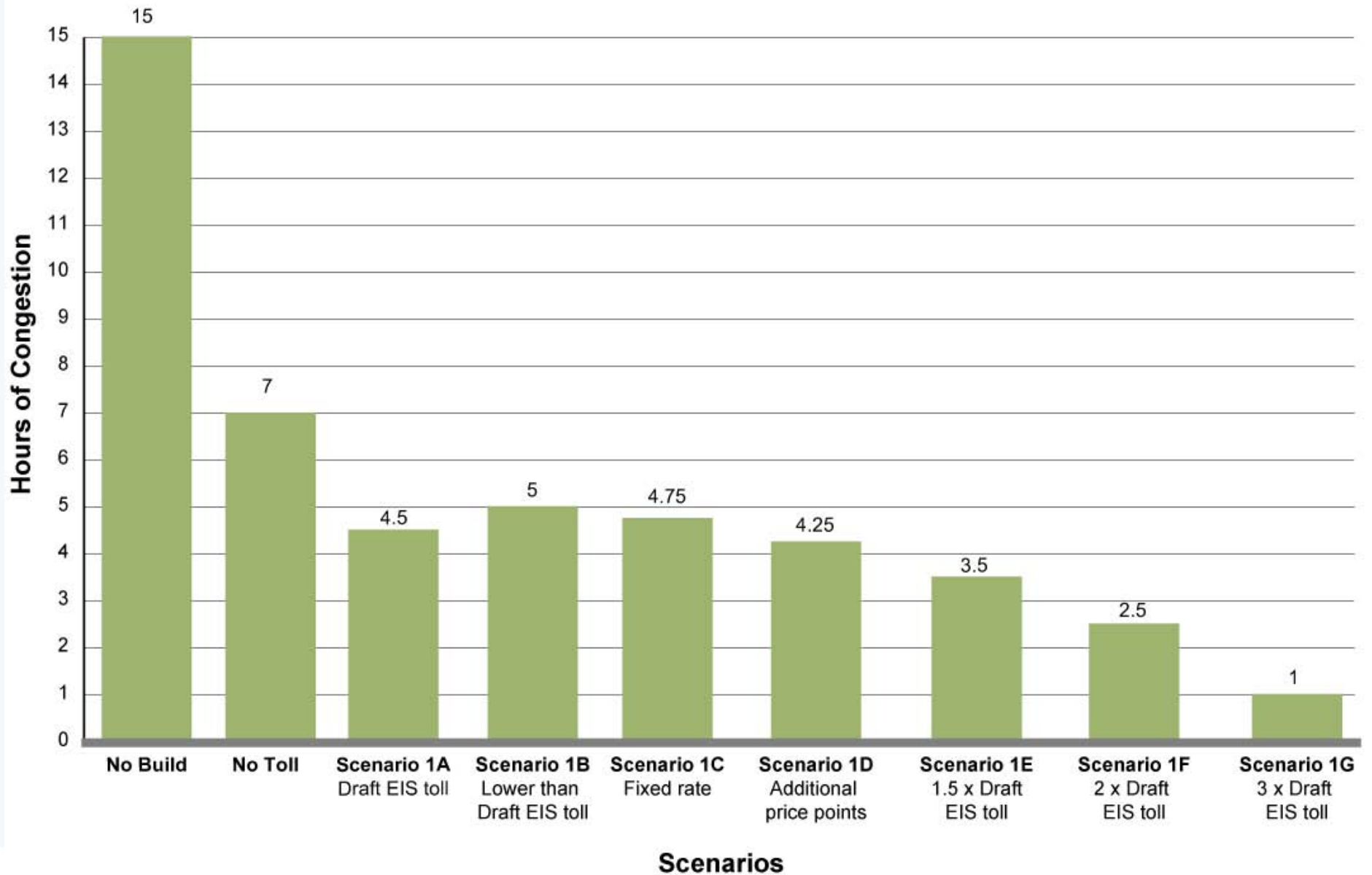
Notes:

- Tolling during construction (beginning 2012): Option could be added to any scenario to raise additional funds and manage congestion
- No toll scenario evaluated for comparison purposes; project could not be funded without tolls

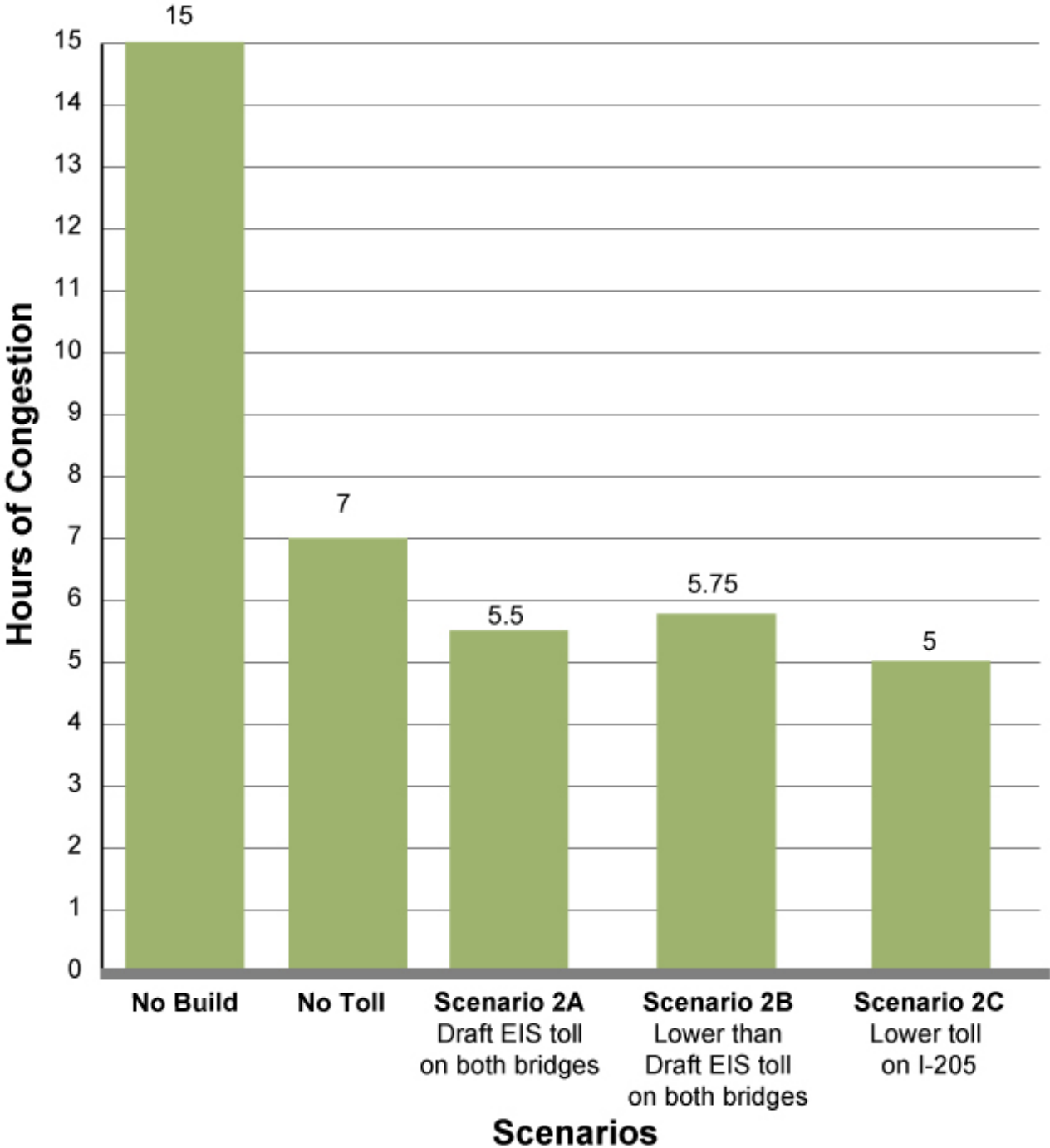
Tolling scenarios

- **Tolling I-5 only**
 - 1A: Draft EIS toll
 - 1B: Lower than Draft EIS
 - 1C: Fixed rate toll
 - 1D: Additional price points
 - 1E: 1.5X Draft EIS
 - 1F: 2X Draft EIS
 - 1G: 3X Draft EIS
- **Tolling I-5 and I-205**
 - 2A: Draft EIS toll, both bridges
 - 2B: Lower than Draft EIS toll, both bridges
 - 2C: Lower I-205 toll, Draft EIS toll on I-5

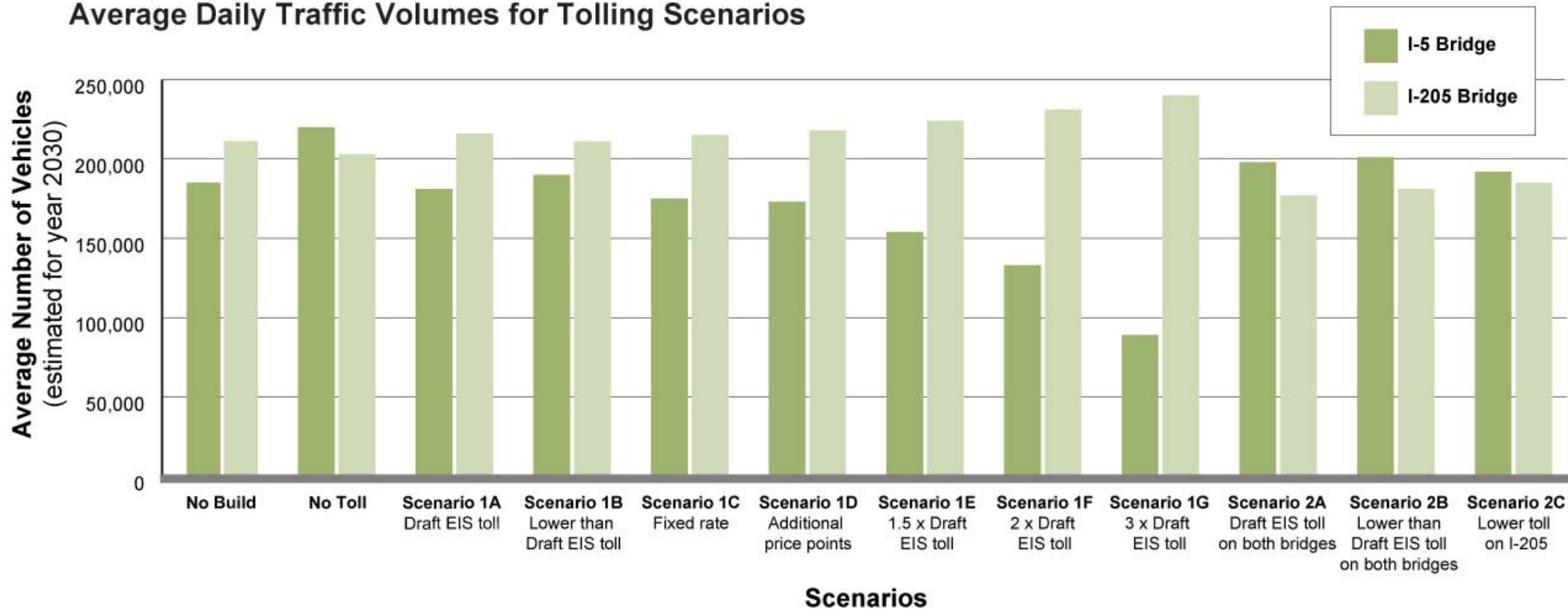
Hours of Congestion for I-5 Only Tolling Scenarios



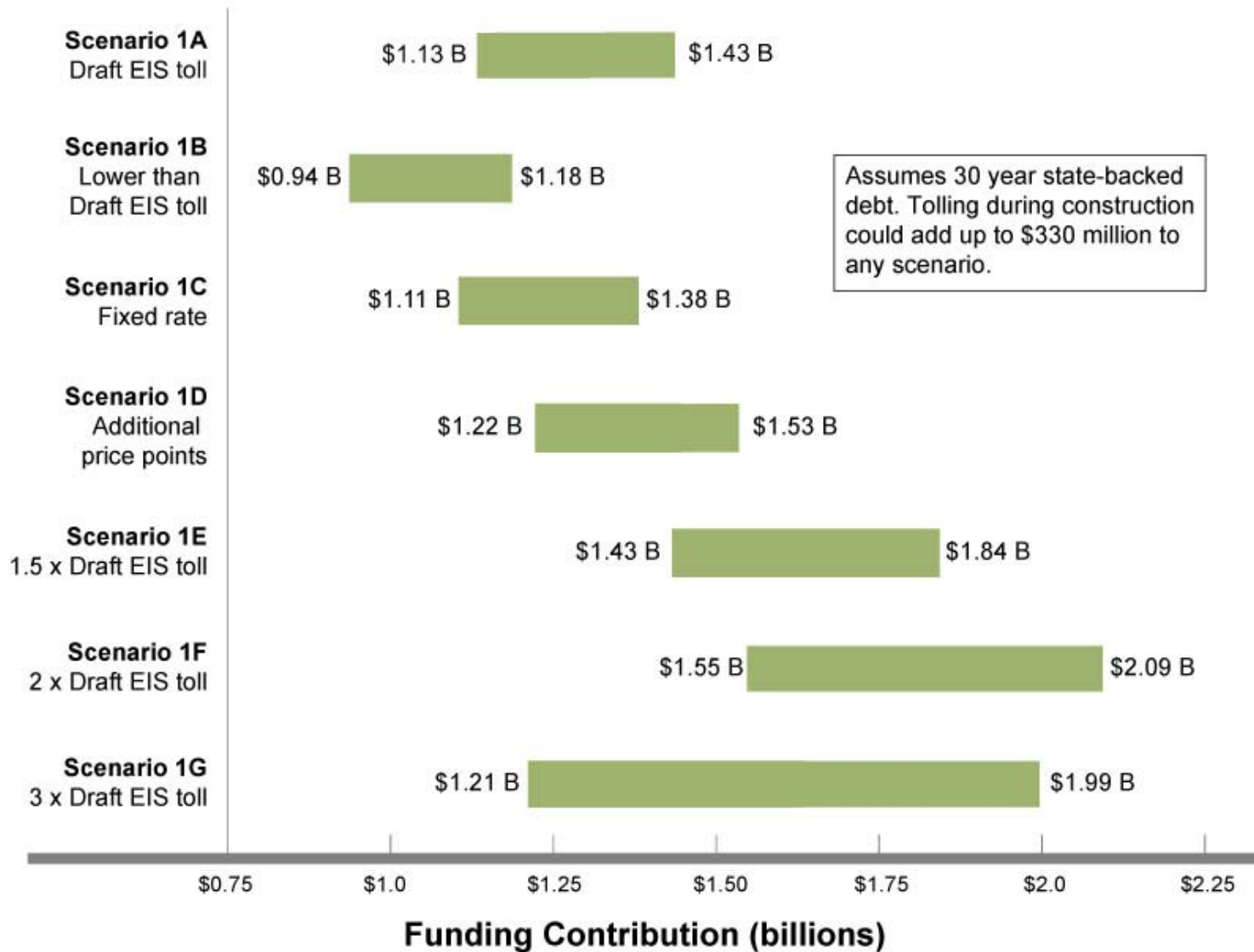
Hours of Congestion for I-5 and I-205 Tolling Scenarios



Average Daily Traffic Volumes for Tolling Scenarios



Funding Contribution from Tolls – I-5 Toll Scenarios



Funding Contribution from Tolls – I-5 & I-205 Toll Scenarios

Scenario 2A
Draft EIS toll
on both bridges

\$2.75 B \$3.36 B

Scenario 2B
Lower than
Draft EIS toll
on both bridges

\$2.08 B \$2.54 B

Scenario 2C
Lower toll
on I-205

\$2.42 B \$2.98 B

Assumes 30 year state-backed debt. Tolling during construction could add up to \$330 million to any scenario.

\$1.0

\$2.0

\$3.0

\$4.0

\$5.0

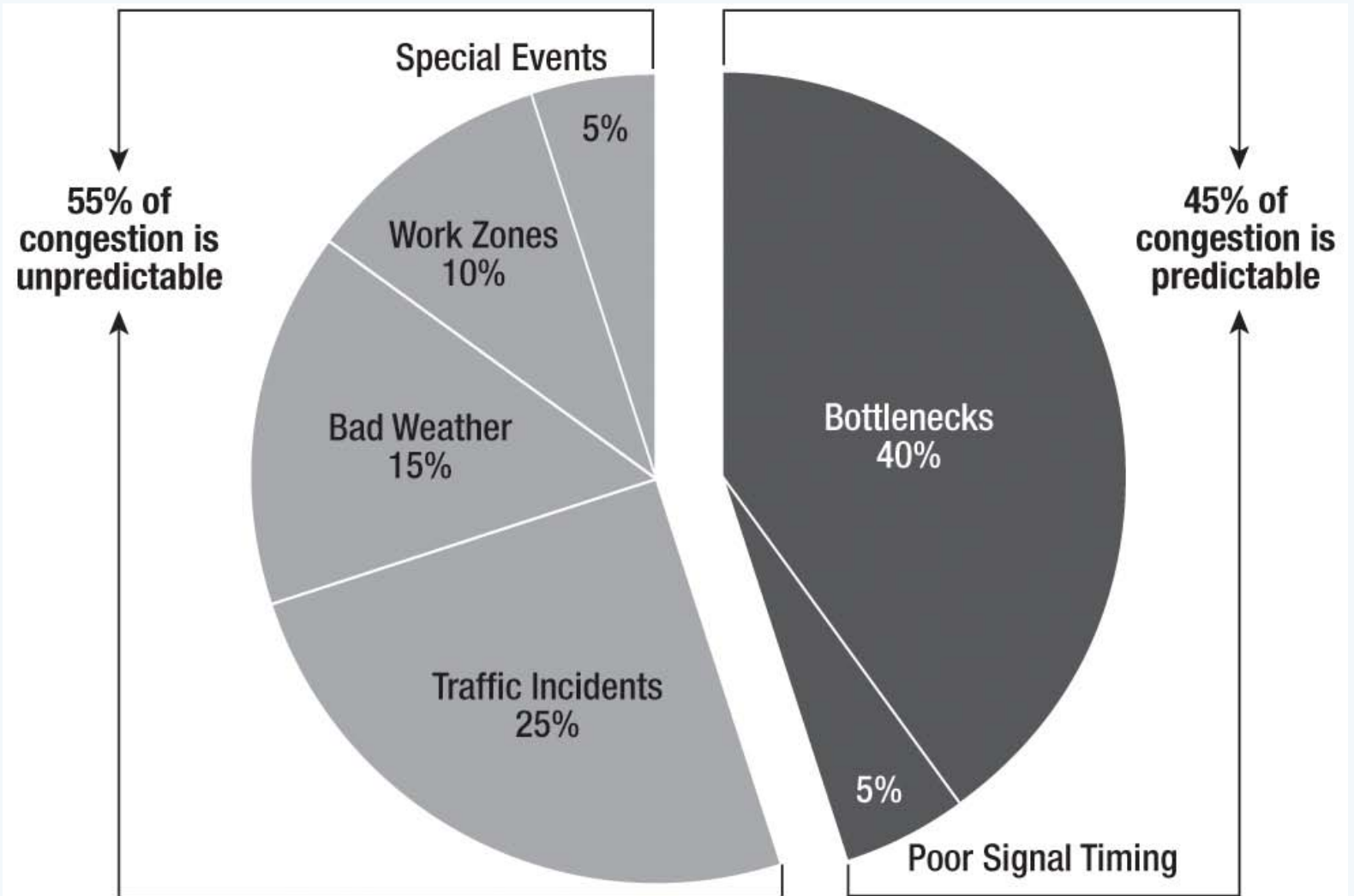
Funding Contribution (billions)

Columbia River **CROSSING**

Active traffic
management

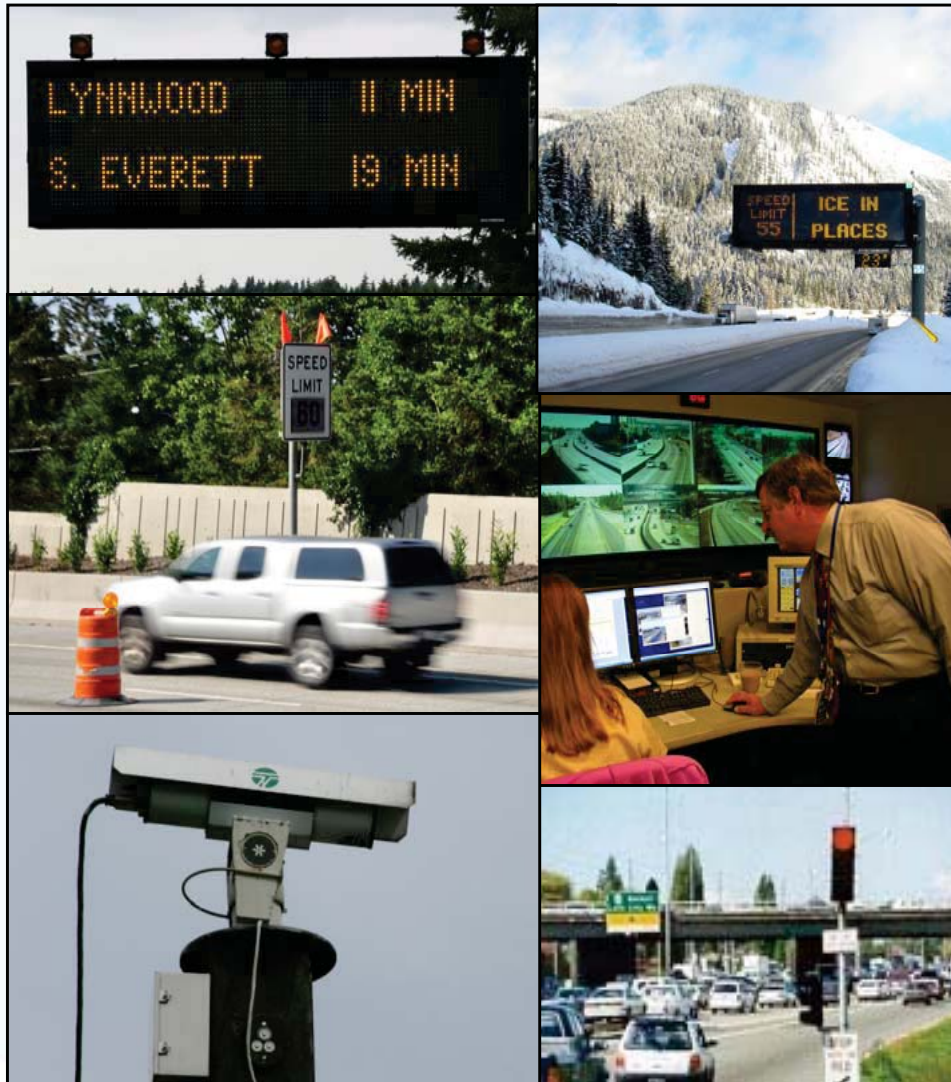


What causes congestion?



Source: FHWA, 2004. Data reflects national estimate

Active Traffic Management Tools that are already making our highways smarter



- Variable message signs
- Variable speed limits
- Traffic management centers
- Traffic cameras
- Ramp meters



WSDOT is a nationwide leader using cutting edge traffic technology



- **Variable speed limits**
- **Lane status**
- **Automatic, real-time driver information**

Signs every half mile warn of slower traffic and blocked lanes ahead to prevent collisions that cause at least 25 percent of congestion.

Information instills trust; trust means compliance.



How will the system work?

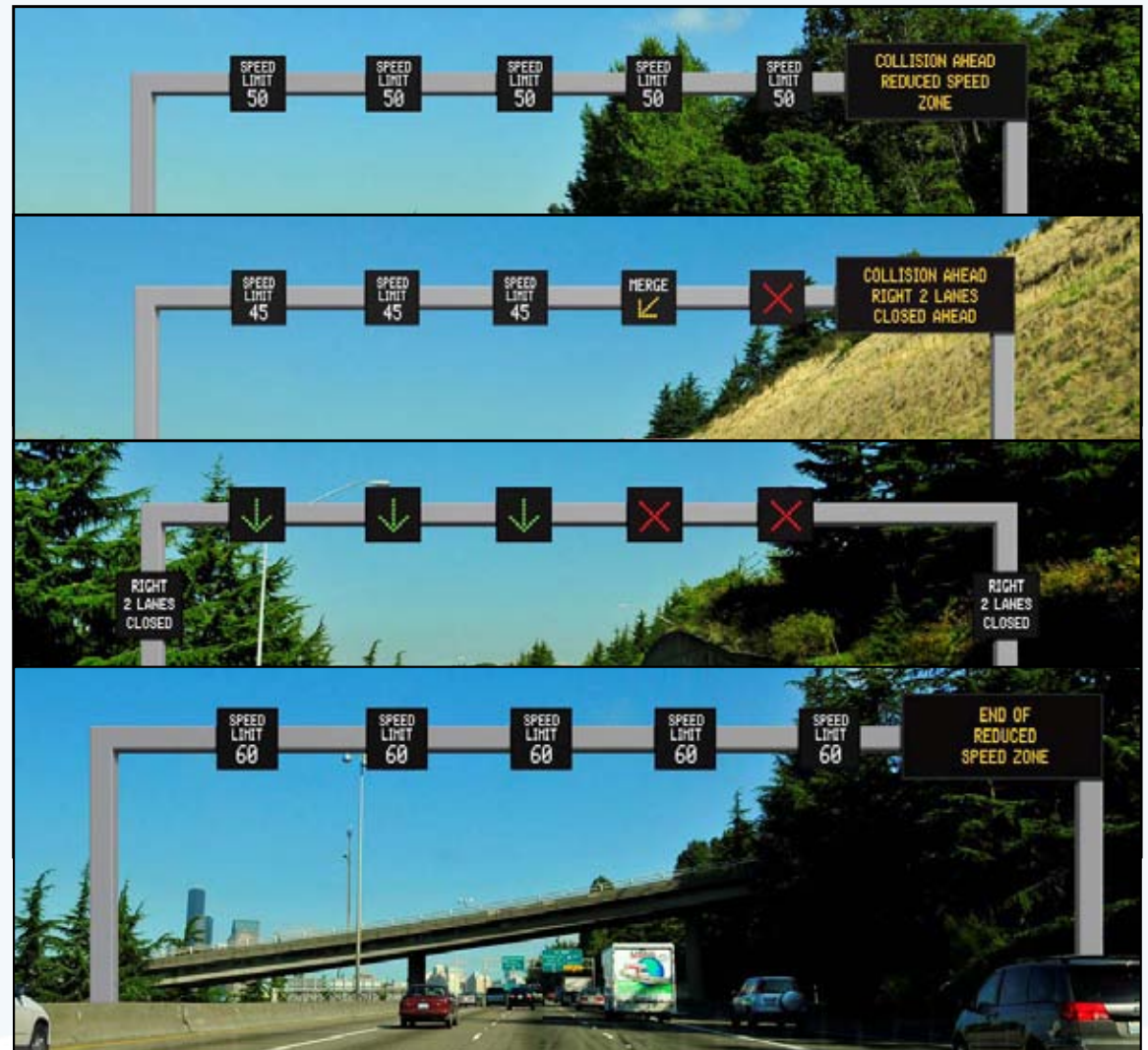
Smarter Highways in action during a blocking incident

A collision ahead causes speed limit to drop to 50 mph.

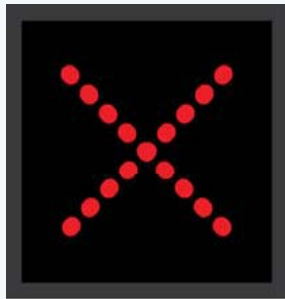
Speed drops again; message sign provides traffic information.

Signs also indicate lane status.

After the incident, the speed limit automatically returns to the posted 60 mph.



Smarter Highways symbols



lane closed



lane closed ahead



lane open



merge left



merge left or right



merge right

What makes Smarter Highways better?

- Safer and more efficient because they detect changes in traffic and adapt to current conditions.



- Help drivers make more informed decisions by providing real-time traffic information.

- Variable speed limits warn motorists of slower traffic ahead.

- The technology is proven to reduce congestion-causing collisions by up to 30 percent.

Getting the most out of our roadways

Using smarter roadway technology to improve traffic flow and reduce delay is a key element of WSDOT's three-point plan for reducing congestion.

This ongoing strategy includes:

- adding new road space where it makes the most sense
- offering travelers and commuters more choices to reduce traffic demand
- making the state's existing highways as efficient as possible.



Columbia River **CROSSING**

What we've been
hearing



Input sought by legislation

- Funding a portion of the CRC project with tolls
- Implementing variable tolling as a way to reduce congestion on the facility
- Tolling I-205 separately as a management tool for the broader state and regional transportation system

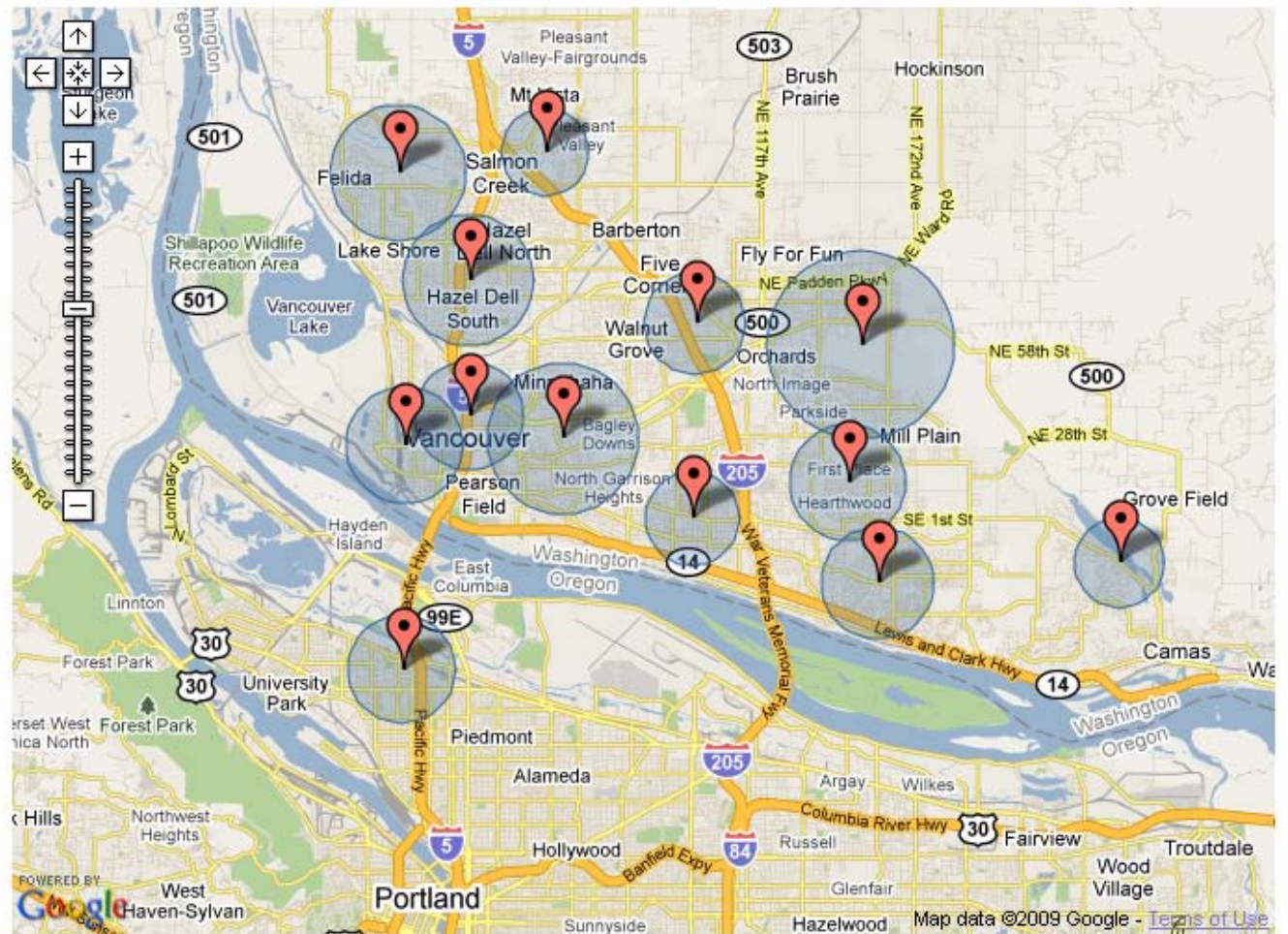
Tolling outreach activities, June - December

- 2 open houses
- 2 freight forums
- 20 fairs and festivals
- 3 listening sessions/Tolling Study Committee meetings
- 19 presentations to business/freight groups
- 30 presentations to community groups
- 51 agencies/organizations have posted or distributed information
- Tolling Web site: <http://tolling.columbiarivercrossing.org>
- 4,248 participated in the CRC tolling Web survey

These activities are part of the project's 700 events to date, reaching over 21,000 people.

Online survey – top zip codes

Survey Zip Mapping



Map by Google Maps

Online survey

- Over 4,200 participated in the survey
- About half travel across I-5 Bridge multiple times a week; I-205 was used less frequently
- More than half of the trips on I-5 were by single occupants in a personal vehicle; work was the most frequent reason for the trip
- Slight majority would support early tolling to lower tolls and financing costs
- Learning more about variable tolling did not change attitudes
- After learning benefits associated with tolling both bridges, a majority of respondents did not support tolling I-205

Columbia River **CROSSING**

Next steps



What happens after the report?

- January 2010: Tolling report submitted to legislatures
- Summer 2010: Final Environmental Impact Statement (includes financial chapter)
- Fall 2010: Federal Record of Decision
- 2012: Earliest construction could start
- 2017: New bridge opens

Columbia River **CROSSING**

Public comment



Tolling study comments and information

- Comments received by Dec. 11, 2009 will be included in the Tolling Study report
 - Email: feedback@columbiarivercrossing.org
 - Online: tolling.columbiarivercrossing.org
 - Mail: 700 Washington St., Suite 300, Vancouver, WA 98660
 - Phone: 866-396-2726
- Comments about the project can be submitted at anytime

Columbia River CROSSING

Tolling Scenario 1A: Draft EIS Toll

Variable Toll Range Tested*:	\$1.00 - \$2.00 (2006 \$) \$1.34 - \$2.69 (2018 \$)
Funding Estimate:	\$1.1 - \$1.4 billion

Details about this scenario

- Only I-5 is tolled
- Variable toll, rates change on a set schedule
- Tolls collected in both directions
- Same toll assumptions that were used in the Draft Environmental Impact Statement (EIS)

Time of day	Toll rate* (each direction)	
	2006 dollars	2018 dollars
Midnight to 5 a.m.	\$1.00	\$1.34
5 a.m. to 6 a.m.	\$1.50	\$2.02
6 a.m. to 10 a.m.	\$2.00	\$2.69
10 a.m. to 3 p.m.	\$1.50	\$2.02
3 p.m. to 7 p.m.	\$2.00	\$2.69
7 p.m. to 8 p.m.	\$1.50	\$2.02
8 p.m. to Midnight	\$1.00	\$1.34

Funding results**

- Estimated funding range of \$1.13 billion to \$1.43 billion
- If tolling were to start when construction begins in 2012, up to an additional \$330 million could be raised

Daily traffic diversion results (compared to a no toll scenario, year 2030)

- 82% of the trips remain on I-5
- 13,000 trips shift to I-205
- 26,000 fewer trips cross the river



DIMENSIONS ARE APPROXIMATE.
TRAFFIC VOLUMES MEASURED IN VEHICLES.

T = bridge being tolled for this scenario

* These are example toll rates for planning and testing purposes. Actual toll rates will be set by the Oregon and Washington state transportation commissions.

** Funding contribution ranges assume 30 year state-backed debt and a 2.5% annual escalation rate to keep pace with expected inflation.

Columbia River CROSSING

Tolling Scenario 1B: Lower than Draft EIS Variable Toll

Variable Toll Range Tested*:	\$1.00 - \$1.50 (2006 \$) \$1.34 - \$2.02 (2018 \$)
Funding Estimate:	\$0.9 - \$1.2 billion

Details about this scenario

- Only I-5 is tolled
- Tolls collected in both directions
- Peak period toll rates are lower than Draft EIS toll rate
- Variable toll, rates change on a set schedule

Time of day	Toll rate* (each direction)	
	2006 dollars	2018 dollars
Midnight to 5 a.m.	\$1.00	\$1.34
5 a.m. to 6 a.m.	\$1.25	\$1.68
6 a.m. to 10 a.m.	\$1.50	\$2.02
10 a.m. to 3 p.m.	\$1.25	\$1.68
3 p.m. to 7 p.m.	\$1.50	\$2.02
7 p.m. to 8 p.m.	\$1.25	\$1.68
8 p.m. to Midnight	\$1.00	\$1.34

Funding results**

- Estimated bridge funding range of \$0.94 to \$1.18 billion
- If tolling were to start when construction begins in 2012, up to an additional \$330 million could be raised

Daily traffic diversion results (compared to a no toll scenario, year 2030)

- 86% of trips remain on I-5
- 8,000 trips shift to I-205
- 22,000 fewer trips cross the river



DIMENSIONS ARE APPROXIMATE.
TRAFFIC VOLUMES MEASURED IN VEHICLES.

T = bridge being tolled for this scenario

* These are example toll rates for planning and testing purposes. Actual toll rates will be set by the Oregon and Washington state transportation commissions.

** Funding contribution ranges assume 30 year state-backed debt and a 2.5% annual escalation rate to keep pace with expected inflation.

Columbia River CROSSING

Tolling Scenario 1C: Fixed Rate Toll

Toll Amount Tested*:	\$1.65 (2006 \$) \$2.21 (2018 \$)
Funding Estimate:	\$1.1 - \$1.4 billion

Details about this scenario

- Only I-5 is tolled
- Tolls collected in both directions
- Same toll amount all day
- Toll rate based on weighted average of Draft EIS toll

Time of day	Toll rate* (each direction)	
	2006 dollars	2018 dollars
Midnight to 5 a.m.	\$1.65	\$2.21
5 a.m. to 6 a.m.		
6 a.m. to 10 a.m.		
10 a.m. to 3 p.m.		
3 p.m. to 7 p.m.		
7 p.m. to 8 p.m.		
8 p.m. to Midnight		

Funding results**

- Estimated bridge funding range of \$1.11 to \$1.38 billion
- If tolling were to start when construction begins in 2012, up to an additional \$330 million could be raised

Daily traffic diversion results (compared to a no toll scenario, year 2030)

- 80% of trips remain on I-5
- 12,000 trips shift to I-205
- 33,000 fewer trips cross the river



DIMENSIONS ARE APPROXIMATE.
TRAFFIC VOLUMES MEASURED IN VEHICLES.

T = bridge being tolled for this scenario

* These are example toll rates for planning and testing purposes. Actual toll rates will be set by the Oregon and Washington state transportation commissions.

** Funding contribution ranges assume 30 year state-backed debt and a 2.5% annual escalation rate to keep pace with expected inflation.

Columbia River CROSSING

Tolling Scenario 1D: Additional Price Points

Variable Toll Range Tested*:	\$1.00 - \$2.50 (2006 \$) \$1.34 - \$3.36 (2018 \$)
Funding Estimate:	\$1.2 - \$1.5 billion

Details about this scenario

- Only I-5 is tolled
- Tolls collected in both directions
- Toll rates change more throughout the day, compared to other scenarios
- Peak toll rate higher than Draft EIS toll rate
- Variable toll, rates change on a set schedule

Time of day	Toll rate* (each direction)	
	2006 dollars	2018 dollars
Midnight to 5 a.m.	\$1.00	\$1.34
5 a.m. to 6 a.m.	\$1.50	\$2.02
6 a.m. to 7 a.m.	\$2.00	\$2.69
7 a.m. to 9 a.m.	\$2.50	\$3.36
9 a.m. to 10 a.m.	\$2.00	\$2.69
10 a.m. to 3 p.m.	\$1.75	\$3.36
3 p.m. to 4 p.m.	\$2.00	\$2.69
4 p.m. to 6 p.m.	\$2.50	\$3.36
6 p.m. to 7 p.m.	\$2.00	\$2.69
7 p.m. to 8 p.m.	\$1.50	\$2.02
8 p.m. to Midnight	\$1.00	\$1.34



DIMENSIONS ARE APPROXIMATE.
TRAFFIC VOLUMES MEASURED IN VEHICLES.

T = bridge being tolled for this scenario

Funding results**

- Estimated bridge funding range of \$1.22 to \$1.53 billion
- If tolling were to start when construction begins in 2012, up to an additional \$330 million could be raised

Daily traffic diversion results (compared to a no toll scenario, year 2030)

- 79% of trips remain on I-5
- 15,000 trips shift to I-205
- 32,000 fewer trips cross the river

* These are example toll rates for planning and testing purposes. Actual toll rates will be set by the Oregon and Washington state transportation commissions.

** Funding contribution ranges assume 30 year state-backed debt and a 2.5% annual escalation rate to keep pace with expected inflation.

Columbia River CROSSING

Tolling Scenario 1E: 1.5X Draft EIS Toll

Variable Toll Range Tested*:	\$1.50 - \$3.00 (2006 \$) \$2.02 - \$4.04 (2018 \$)
Funding Estimate:	\$1.4 - \$1.8 billion

Details about this scenario

- Only I-5 is tolled
- Tolls collected in both directions
- All tolls are 1.5 times the Draft EIS tolls
- Variable toll, rates change on a set schedule

Time of day	Toll rate* (each direction)	
	2006 dollars	2018 dollars
Midnight to 5 a.m.	\$1.50	\$2.02
5 a.m. to 6 a.m.	\$2.25	\$3.02
6 a.m. to 10 a.m.	\$3.00	\$4.04
10 a.m. to 3 p.m.	\$2.25	\$3.07
3 p.m. to 7 p.m.	\$3.00	\$4.04
7 p.m. to 8 p.m.	\$2.25	\$3.02
8 p.m. to Midnight	\$1.50	\$2.02

Funding results**

- Estimated bridge funding range of \$1.43 billion to \$1.84 billion
- If tolling were to start when construction begins in 2012, up to an additional \$330 million could be raised

Daily traffic diversion results (compared to a no toll scenario, year 2030)

- 70% of trips remain on I-5
- 21,000 trips shift to I-205
- 45,000 fewer trips cross the river



DIMENSIONS ARE APPROXIMATE.
TRAFFIC VOLUMES MEASURED IN VEHICLES.

T = bridge being tolled for this scenario

* These are example toll rates for planning and testing purposes. Actual toll rates will be set by the Oregon and Washington state transportation commissions.

** Funding contribution ranges assume 30 year state-backed debt and a 2.5% annual escalation rate to keep pace with expected inflation.

Columbia River CROSSING

Tolling Scenario 1F: 2X Draft EIS Toll

Variable Toll Range Tested*:	\$2.00 - \$4.00 (2006 \$) \$2.69 - \$5.38 (2018 \$)
Funding Estimate:	\$1.6 - \$2.1 billion

Details about this scenario

- Only I-5 is tolled
- Tolls collected in both directions
- All tolls are double the Draft EIS toll rates
- Variable toll, rates change on a set schedule

Time of day	Toll rate* (each direction)	
	2006 dollars	2018 dollars
Midnight to 5 a.m.	\$2.00	\$2.69
5 a.m. to 6 a.m.	\$3.00	\$4.04
6 a.m. to 10 a.m.	\$4.00	\$5.38
10 a.m. to 3 p.m.	\$3.00	\$4.04
3 p.m. to 7 p.m.	\$4.00	\$5.38
7 p.m. to 8 p.m.	\$3.00	\$4.04
8 p.m. to Midnight	\$2.00	\$2.69

Funding results**

- Estimated bridge funding range of \$1.55 billion to \$2.09 billion
- If tolling were to start when construction begins in 2012, up to an additional \$330 million could be raised

Daily traffic diversion results (compared to a no toll scenario, year 2030)

- 60% of trips remain on I-5
- 28,000 trips shift to I-205
- 59,000 fewer trips cross the river



DIMENSIONS ARE APPROXIMATE.
TRAFFIC VOLUMES MEASURED IN VEHICLES.

T = bridge being tolled for this scenario

* These are example toll rates for planning and testing purposes. Actual toll rates will be set by the Oregon and Washington state transportation commissions.

** Funding contribution ranges assume 30 year state-backed debt and a 2.5% annual escalation rate to keep pace with expected inflation.

Columbia River CROSSING

Tolling Scenario 1G: 3X Draft EIS Toll

Variable Toll Range Tested*:	\$3.00 - \$6.00 (2006 \$) \$4.04 - \$8.07 (2018 \$)
Funding Estimate:	\$1.2 - \$2.0 billion

Details about this scenario

- Only I-5 is tolled
- Tolls collected in both directions
- All tolls are triple the Draft EIS toll rates
- Variable toll, rates change on a set schedule

Time of day	Toll rate* (each direction)	
	2006 dollars	2018 dollars
Midnight to 5 a.m.	\$3.00	\$4.04
5 a.m. to 6 a.m.	\$4.50	\$6.05
6 a.m. to 10 a.m.	\$6.00	\$8.07
10 a.m. to 3 p.m.	\$4.50	\$6.05
3 p.m. to 7 p.m.	\$6.00	\$8.07
7 p.m. to 8 p.m.	\$4.50	\$6.05
8 p.m. to Midnight	\$3.00	\$4.04

Funding results**

- Estimated bridge funding range of \$1.21 billion to \$1.99 billion
- If tolling were to start when construction begins in 2012, up to an additional \$330 million could be raised

Daily traffic diversion results (compared to a no toll scenario, year 2030)

- 40% of trips remain on I-5
- 37,000 trips shift to I-205
- 94,000 fewer trips cross the river



DIMENSIONS ARE APPROXIMATE.
TRAFFIC VOLUMES MEASURED IN VEHICLES.

T = bridge being tolled for this scenario

* These are example toll rates for planning and testing purposes. Actual toll rates will be set by the Oregon and Washington state transportation commissions.

** Funding contribution ranges assume 30 year state-backed debt and a 2.5% annual escalation rate to keep pace with expected inflation.

Columbia River CROSSING

Tolling Scenario 2A: Draft EIS Variable Toll on Both Bridges

Variable Toll Range Tested*:	\$2.00 - \$4.00 (2006 \$) \$2.69 - \$5.38 (2018 \$)
Funding Estimate:	\$2.8 - \$3.4 billion

Details about this scenario

- I-5 and I-205 are tolled
- Variable toll, rates change on a set schedule
- Tolls collected southbound only
- Both bridges tolled at base Draft EIS toll rate

Time of day	Toll rate* (southbound only)	
	2006 dollars	2018 dollars
Midnight to 5 a.m.	\$2.00	\$2.69
5 a.m. to 6 a.m.	\$3.00	\$4.04
6 a.m. to 10 a.m.	\$4.00	\$5.38
10 a.m. to 3 p.m.	\$3.00	\$4.04
3 p.m. to 7 p.m.	\$4.00	\$5.38
7 p.m. to 8 p.m.	\$3.00	\$4.04
8 p.m. to Midnight	\$2.00	\$2.69

Funding results**

- Estimated bridge funding range of \$2.75 billion to \$3.36 billion
- If tolling were to start when construction begins in 2012, up to an additional \$330 million could be raised

Daily traffic diversion results (compared to a no toll scenario, year 2030)

- 90% of trips remain on I-5
- 26,000 fewer trips use I-205
- 48,000 fewer trips cross the river



DIMENSIONS ARE APPROXIMATE.
TRAFFIC VOLUMES MEASURED IN VEHICLES.

T = bridge being tolled for this scenario

* These are example toll rates for planning and testing purposes. Actual toll rates will be set by the Oregon and Washington state transportation commissions.

** Funding contribution ranges assume 30 year state-backed debt and a 2.5% annual escalation rate to keep pace with expected inflation.

Columbia River CROSSING

Tolling Scenario 2B: Lower than Draft EIS Toll on Both Bridges

Variable Toll Range Tested*:	\$2.00 - \$3.00 (2006 \$) \$2.69 - \$4.04 (2018 \$)
Funding Estimate:	\$2.1 - \$2.5 billion

Details about this scenario

- I-5 and I-205 are tolled
- Variable toll, rates change on a set schedule
- Tolls collected southbound only
- Peak period tolls on both bridges lower than Draft EIS tolls

Time of day	Toll rate* (southbound only)	
	2006 dollars	2018 dollars
Midnight to 5 a.m.	\$2.00	\$2.69
5 a.m. to 6 a.m.	\$2.50	\$3.36
6 a.m. to 10 a.m.	\$3.00	\$4.04
10 a.m. to 3 p.m.	\$2.50	\$3.36
3 p.m. to 7 p.m.	\$3.00	\$4.04
7 p.m. to 8 p.m.	\$2.50	\$3.36
8 p.m. to Midnight	\$2.00	\$2.69

Funding results**

- Estimated bridge funding range of \$2.08 billion to \$2.54 billion
- If tolling were to start when construction begins in 2012, up to an additional \$330 million could be raised

Daily traffic diversion results (compared to a no toll scenario, year 2030)

- 91% of trips remain on I-5
- 22,000 fewer trips use I-205
- 41,000 fewer trips cross the river



DIMENSIONS ARE APPROXIMATE.
TRAFFIC VOLUMES MEASURED IN VEHICLES.

T = bridge being tolled for this scenario

* These are example toll rates for planning and testing purposes. Actual toll rates will be set by the Oregon and Washington state transportation commissions.

** Funding contribution ranges assume 30 year state-backed debt and a 2.5% annual escalation rate to keep pace with expected inflation.

Columbia River CROSSING

Tolling Scenario 2C: Lower Toll on I-205

Variable Toll Range Tested*:	\$2.00 - \$4.00 (2006 \$) \$2.69 - \$5.38 (2018 \$)
Funding Estimate:	\$2.4 - \$3.0 billion

Details about this scenario

- I-5 and I-205 are tolled
- Variable toll, rates change on a set schedule
- Tolls collected southbound only
- Peak period tolls on I-205 lower than Draft EIS tolls
- 1-5 tolled at Draft EIS toll rate

Time of day	Toll rate (southbound only)			
	I-5 only		I-205 only	
	2006 dollars	2018 dollars	2006 dollars	2018 dollars
Midnight to 5 a.m.	\$2.00	\$2.69	\$2.00	\$2.69
5 a.m. to 6 a.m.	\$3.00	\$4.04	\$2.50	\$3.36
6 a.m. to 10 a.m.	\$4.00	\$5.38	\$3.00	\$4.04
10 a.m. to 3 p.m.	\$3.00	\$4.04	\$2.50	\$3.36
3 p.m. to 7 p.m.	\$4.00	\$5.38	\$3.00	\$4.04
7 p.m. to 8 p.m.	\$3.00	\$4.04	\$2.50	\$3.36
8 p.m. to Midnight	\$2.00	\$2.69	\$2.00	\$2.69



DIMENSIONS ARE APPROXIMATE.
TRAFFIC VOLUMES MEASURED IN VEHICLES.

T = bridge being tolled for this scenario

Funding results**

- Estimated bridge funding range of \$2.42 billion to \$2.98 billion
- If tolling were to start when construction begins in 2012, up to an additional \$330 million could be raised

Daily traffic diversion results (compared to a no toll scenario, year 2030)

- 87% of trips remain on I-5
- 18,000 fewer trips use I-205
- 46,000 fewer trips cross the river

* These are example toll rates for planning and testing purposes. Actual toll rates will be set by the Oregon and Washington state transportation commissions.

** Funding contribution ranges assume 30 year state-backed debt and a 2.5% annual escalation rate to keep pace with expected inflation.

IMMEDIATE RELEASE
December 1, 2009

CONTACT
Mandy Putney, 360-816-2163
CRC Communications

CRC tolling study committee meets Dec. 7

VANCOUVER – The Columbia River Crossing Tolling Study Committee will meet Monday, Dec. 7 to hear results of new tolling scenarios and listen to public comment.

Tolling scenarios are used to study how different toll rates would affect traffic patterns and funding. Toll rates and polices will be set in the future by state legislatures and transportation commissions.

This meeting's agenda includes a presentation on new tolling analyses added after receiving public and agency input on the scenarios discussed this summer and an update on tolling outreach activities. The agenda is available at:

http://www.columbiarivercrossing.org/FileLibrary/Tolling/TSC_Meeting_Materials_120709.pdf

The meeting will be held from 6 to 8 p.m. at the Washington Department of Transportation SW Region office, 11018 NE 51st Circle, Vancouver. Public comment is scheduled to begin at 7:30 p.m. Comments can also be submitted in writing. All tolling related comments received by Dec. 11, 2009, will be included in the committee's final report to the Oregon and Washington legislatures in 2010.

The study committee includes the directors of the Oregon and Washington transportation departments and the chairs of the two state transportation commissions. As directed by the Washington State Legislature, the CRC project and the Tolling Study Committee are discussing a range of tolling scenarios with the public to better understand traffic and funding effects. It is expected that a portion of the funding to build the CRC project will come from tolls, supplementing funds from federal and state sources. Tolling also will help manage traffic congestion and provide bridge users more predictable trips.

This will be the fourth and final public meeting hosted by the committee. In addition to committee meetings, CRC and WSDOT tolling staff have engaged thousands of Vancouver-

Portland area residents in conversations about tolling at more than 60 events in the past six months.

About the project

CRC is a bi-state project to reduce congestion, enhance mobility and improve safety on I-5 between SR 500 in Vancouver and Columbia Boulevard in Portland. The project will replace the I-5 bridge, extend light rail to Vancouver, improve closely-spaced interchanges, and enhance the pedestrian and bicycle path between the two cities. More information may be found on the CRC project Web site: <http://www.columbiarivercrossing.org>.

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MEETING: Columbia River Crossing (CRC) Tolling Study Committee
DATE: December 7, 2009, 6:00 pm – 8:00 pm
LOCATION: Washington State Department of Transportation (WSDOT)
 11018 NE 51st Circle, Vancouver, WA

ATTENDEES:

Gail Achterman	Chair, Oregon Transportation Commission
Matthew Garrett	Director, Oregon Department of Transportation
Paula Hammond	Secretary, Washington State Department of Transportation
Carol Moser	Chair, Washington State Transportation Commission

Note: Meeting materials, including slide presentations, are available online at the following two sites:
http://www.columbiarivercrossing.org/FileLibrary/Tolling/TSC_Meeting_Materials_120709.pdf
http://www.columbiarivercrossing.org/FileLibrary/Tolling/TSC_Meeting_Materials_120709_Part2.pdf

A video recording of the meeting is available at: <http://www.cvtv.org>

Welcome and project update

Secretary Paula Hammond welcomed everyone to the final meeting of the CRC Tolling Study Committee. The Committee will provide its final report to the Oregon and Washington governors and state legislatures in January 2010.

Director Matthew Garrett recapped the Dec. 4, 2009 meeting of the CRC Project Sponsors Council (PSC). PSC heard over an hour of public comment from residents of Hayden Island, business representatives, and others. CRC staff gave an overview of the proposed design refinements. The PSC's next meeting will take place Jan. 22, 2010.

Secretary Hammond reminded attendees that the Tolling Study Committee will not be making a recommendation, but will be summarizing financial and traffic analysis of tolling scenarios and public comment. In addition to tolling, project funding will include revenue from federal and state sources.

Tolling scenarios

Jennifer Ziegler, WSDOT tolling division, gave a presentation on funding contributions and traffic effects of a variety of tolling scenarios. Six preliminary tolling scenarios were discussed with the public in summer and fall 2009. Since then, two scenarios were dropped from consideration, the preliminary scenarios were updated, and six new scenarios were modeled. The 10 tolling scenarios under consideration are described in detail in the meeting handouts.

All scenarios assume a variable rate toll, except for scenario 1C, which involves a fixed toll rate. Scenarios involving only Interstate 5 assume tolls will be charged in both directions. Scenarios with a toll on I-5 and I-205 assume tolling southbound only. Assumptions for all scenarios include no tolling of public transit, a 12-lane configuration for the replacement I-5 bridge, and a differential rate for trucks (with twice the amount for medium trucks and four times for heavy trucks). Since the draft design refinements only result in a traffic difference of less than two percent on I-5, staff did not revise their modeling based on fewer lanes. Tolls could begin in 2018 when the new bridge opens or 2012 during construction.

Secretary Hammond said the Committee is not presupposing a policy at this point on whether public transit, bicyclists, or pedestrians would be tolled.

Ziegler discussed the graphs showing average daily traffic volumes for tolling scenarios assuming tolls on I-5 only or on both bridges.

hours of congestion for I-5 and I-5 tolling scenarios

Chair Achterman asked about the results showing more congestion on I-5 when both bridges are tolled. Ziegler said the incentive for drivers to divert to the non-tolled facility no longer exists when I-205 is also tolled, so trips that would shift to I-205 if only I-5 is tolled would shift back to I-5.

unding contribution from tolls I-5 and I-5 toll scenarios

It is assumed that the project will use 30-year bonds backed by the full faith and credit of the state. Scenario 1F, which is a slightly lower toll rate, actually generates slightly more revenue, which is likely related to the possibility that scenario 1G reaches the limit of what drivers might be willing to pay.

Chair Moser asked if 40-year bonds were considered. Ziegler said Washington has a constitutional requirement for 30-year bonds. Hammond said this was looked into on the SR 520 project, but it did not make a significant impact.

unding contribution from tolls I-5 and I-5 toll scenarios

Scenarios 2A-2C (tolls collected on I-5 and I-205) generate more revenue than scenarios 1A-1G (tolls collected on I-5 only).

Chair Achterman asked about the variable pricing schedule. Ziegler said scenario 1D is the only scenario with more price points based on time of day than the other scenarios.

Chair Moser stated that she knows from Washington's Tacoma Narrows Bridge that the rate of inflation depends on the kind of debt you issue. She recommended carefully managing expectations about toll rate increases based on inflation due to interest payments. Ziegler added that the annual change in toll rates due to inflation assumes a 1.25 coverage ratio for the debt; in other words, the coverage ratio should provide "padding" to cover potential gaps.

Advanced traffic management technology

The Washington State Legislation contains a provision, Ziegler continued, for considering active traffic management as a way to operate the facility more efficiently, referred to in Washington as "smarter highways." About half of congestion is due to unpredictable events such as traffic incidents and bad weather.

Chair Achterman said that tolls will address predictable bottlenecks but not unpredictable events. Using congestion pricing as a facility management tool reduces bottlenecks. Secretary Hammond added that we should no longer build a roadway and then just walk away; it requires managing traffic with good technology.

Ziegler discussed active traffic management tools like variable message signs, variable speed limits, traffic management centers, traffic cameras, and ramp meters. Secretary Hammond added that incident response and accident clearance are also important.

Chair Moser asked Secretary Hammond about how many active traffic management techniques are currently used in the CRC project area. Secretary Hammond said there are variable message signs, a traffic management center, cameras, and ramp meters; but not variable speed limits.

Ziegler said WSDOT is a nationwide leader in using cutting-edge traffic technology such as variable signage to show differential speed limits, lane status, and automatic real-time driver information. This signage technology will be on I-5 near Boeing Field outside Seattle beginning in summer 2010. Chair Achterman added that the Oregon Department of Transportation has real-time speed information that has helped reduce incidents near a curved section of highway in southern Oregon.

Director Garrett asked about ways to engage law enforcement in conversations about these tools. Secretary Hammond said there is a joint operating policy with the Washington State Patrol and close cooperation. Oregon is in the midst of a similar effort.

When the project gets closer to construction, an evaluation should be done on what available technologies to use.

Chair Achterman said the strategic direction of Oregon's transportation plan is very similar to "Moving Washington" and its principles of adding capacity strategically, operating efficiently, and managing demand.

Chair Achterman stressed the importance of educating the legislature about the national movement on vehicle/highway integration in which highways will be talking to vehicles and vice versa, the need to have open source approaches to technology, and that these principles should be written into the final tolling study report.

The Committee agreed that their report should strongly encourage the use of advanced traffic management tools.

What we've been hearing

Mandy Putney, CRC communications consultant manager, gave an overview of public comments received on tolling. The tolling legislation detailed funding a portion of the CRC project with tolls, implementing variable tolling to reduce congestion, and tolling I-205 separately as a management tool for the broader state and regional transportation system.

The project has talked with community, business, and freight groups. CRC held two open houses, two freight forums, and attended 20 fairs and festivals.

Secretary Hammond asked about the percentage of tolling survey respondents who provided a ZIP code. Putney said at least three-quarters of respondents did.

Chair Achterman asked about the split between the number of Oregon and Washington respondents. She asked Putney to provide the Committee with those more detailed results.

For the over 4,200 respondents who completed the online survey, Putney continued, about half travel across the I-5 bridge multiple times a week; fewer use I-205. A slight majority of respondents stated that they would support early tolling to lower tolls and help financing costs, but learning about variable tolling did not change their overall attitude about tolls. After learning about the benefits associated with tolling both I-5 and I-205, a majority of respondents still did not support tolling I-205. Over 40 percent of those who took the survey answered "strongly no" to the question about supporting tolls.

Secretary Hammond asked about the respondents' level of support for variable tolling. Putney said the survey asked whether variable rate tolling be more appealing if it meant a lower toll rate during non-commute times or on the weekend. Another asked if respondents would be more likely to support variable tolling if they knew it would reduce congestion. Learning more about variable tolling did not change attitudes.

Secretary Hammond asked Putney to provide the Committee with percentage summaries of the survey responses.

Chair Moser asked if any survey questions dealt with acceptable or unacceptable levels of congestion. Putney said the question about tolling both bridges did connect to reducing congestion, improved travel times, and funding for the project.

Director Garrett asked if the project could look into the possibility of conducting a scientifically valid survey. Secretary Hammond said that as the project moves into the final refinements and financial plan, it would like to craft such a statistically valid survey. It's important to get this feedback from both sides of the river to help inform the legislatures. Work on this should begin now so it's moving early next year. Ziegler said that even though the legislation is silent on the topic of recommendations, the Committee's report could suggest next steps such as a new survey. Putney added that it might make sense to conduct public opinion polling after the project is more defined and costs are refined.

Chair Achterman said the Committee's report needs to discuss the roles and responsibilities regarding tolling and toll collection as an educational process for the state transportation commissions and legislatures about how they'll be making decisions jointly. Secretary Hammond added to that list the federal partner role.

Secretary Hammond asked if the Committee had received letters from jurisdictions or companies regarding tolls. It was effective for the SR 520 tolling report to include copies of letters from the local agencies or metropolitan planning organizations. She would like to invite letters from these jurisdictions. Putney said staff will follow up with partner agencies. Secretary Hammond said that in Puget Sound some agencies held full council meetings to state their positions. Ziegler said the SR 520 project had more detailed data to work with.

Expected next steps after the Tolling Study report

The report is due to the legislatures in Jan. 2010 and will also go to both governors and state transportation commissions. The remainder of the work shifts to completing the CRC Final Environmental Impact Statement and seeking a federal record of decision in fall 2010.

Public comment

Note: Public comments below are not verbatim and are paraphrased for clarity and brevity. A video recording of the meeting is available at: <http://www.cvtv.org>

Secretary Hammond said the Committee will also accept comments in writing through the end of this week to include in the draft report before finalizing it.

John Charles, president of the Cascade Policy Institute, a nonprofit research center in Portland, provided a technical report titled *Ending Highway Gridlock in Portland*, authored by Portland economist Randall Pozdena and commissioned by Cascade Policy Institute, looking at congestion pricing in the Portland metro region. Mr. Charles said he would like to merge the mandate of HB2001 section 3, which requires implementation of a congestion pricing pilot project in Portland, with the CRC project because they dovetail nicely regarding environmental impact, local impact on Hayden Island, traffic throughput efficiency, and other topics. The study modeled a number of scenarios. It became clear that cordon pricing and single facility pricing projects such as CRC have limited net benefits because a single facility is too short. If the current system is mispriced, which it is today in Oregon since people perceive the system to be free, then how could you know how many lanes to build? You can't know how much supply to provide when it's priced incorrectly. Slow down on tolling of this project and instead implement highway network tolling in the Portland area. If you price the facilities properly first, you'll generate a huge amount of revenue and you'll know how many lanes are truly needed, he said. It's not VMT that matters but steady speed which will reduce pollutants of concern.

Director Garrett asked Mr. Charles to share the report with Jason Tell of ODOT Region 1. Chair Achterman said the report will be shared with the congestion pricing staff at ODOT. She said she understands what single facility pricing and ubiquitous pricing mean, but asked what "network pricing" refers to. Mr. Charles said it refers to all the interstate and major highways in the Portland area.

Jim Karlock said that regarding the project's tolling scenario handouts, what really matters is what the commuter will spend. The CRC scenarios range from \$1,000 to \$8,000 per year. What sort of person, he asked, would propose tolls so high as to bankrupt a working family that depends on a job crossing this bridge? There's another approach to this project that doesn't require tolls and it's explained at www.NoBridgeTolls.com. Let's solve today's problem today, which is 81,000 people who cross that bridge every day. Let's not solve tomorrow's problem today. An example is the 1,650 people riding transit today compared to 81,000 people in cars. Do we really want to spend \$750 million on a light rail system that serves so few people? You should reduce your project cost by building a pair of bridges but not rebuilding the interchanges or constructing light rail. This would bring the cost down to \$550 – \$900 million. You get 50 percent federal funding, then split the remainder between the two states. Oregon came up with money to build a new light rail bridge to Milwaukie. How about spending on some of the people who really need a road? Why the rust to solve these non-problems? Sen. Patty Murray is changing the current law to allow road tolls to help finance light rail construction. This project was padded to get the tolls high enough to build light rail for 1,650 people while ignoring the needs of 81,000 people and bankrupting families. Whoever made this proposal for such high tolls doesn't care about people.

Steve Praska said he represents the taxpayers and commuters of Clark County who have driven hundreds of thousands of miles each. The majority, he said, are against this bloated, light rail-equipped project and its tolling schemes, which we believe are unethical. Give the current insolvency of the Oregon and Washington state governments, why should we trust this scheme of spending \$4 billion of taxpayer money to be reliable, cost-effective, or serve the needs of commuters?

Secretary Hammond said the Committee is here to take your comments and have been working on this for 12 years. Chair Achterman said it's not a \$4 billion project since the project costs have been refined. She added that whether Mr. Praska can trust government officials is a matter of his opinion. From Oregon's fiscal position, none of the project will happen without tolls; there isn't the money even for the amount you're proposing just for the replacement bridge. Mr. Praska said that's wrong and unethical: The fact that you cannot design a bridge for \$1 billion to \$1.5 billion is an embarrassment. Chair Achterman said Mr. Praska's accusation of an ethical issue is insulting.

David Knight said the biggest problem seems to be bedrooms in Clark County for Oregon jobs. Clark County commuters are taxed without representation in the Oregon legislature. Clark County residents have turned light rail down once before. You should use Oregon state income tax revenue from Clark County residents to help pay for the project. We don't get much for of anything for what we pay in Oregon income taxes and we're the fourth largest source of such taxes.

Tom Hann said that in the handout titled *Traffic Effects for Tolling Scenarios* the last column at the far right isn't clear. I propose that this column be more about what my commute time and toll cost will be to help us understand the scenarios. Secondly, what percent of project cost is tolling intended to account for? (Director Garrett said it generates anywhere from \$1.3 to \$1.5 billion, or about one third of the project cost.) Lastly, Mr. Hann said he is opposed to the light rail option.

Secretary Hammond said the project is seeking federal high priority project funding and federal light rail funding for cost of construction; tolling would not pay for the light rail portion. We're working hard with our federal delegation to get as much federal money as possible reinvested in the interstate facility.

Next steps and adjourn

Secretary Hammond said the Committee expects a draft tolling study report by the second or third week of December, then will review it over the holiday and provide comments to the project team before publishing the final draft in January. She thanked attendees for their comments and adjourned the meeting.

Tolling Study



Estimated Costs and Revenue



CRC funding will come from multiple sources:

- Federal
- State of Oregon
- State of Washington
- Tolling

Preliminary Cost Estimate

\$3.1—4.2 billion

The cost is calculated for the year the dollars would be spent, 2010–2017.

A draft finance plan will be developed in 2009. The project continues to explore ways to reduce costs and still meet the project's purpose and need.

CRC Tolling Study Committee

Purpose: Develop and provide detailed tolling information for public review and comment including:

- The impact tolls might have on the operation of the I-5 and I-205 corridors including potential diversion to other parts of the transportation system.
- How the most advanced tolling technology and active traffic management technology can maintain travel time speed and trip reliability.
- The funding for bridge replacement from different tolling scenarios.

Public comments and findings will be reported to the Oregon and Washington legislatures and governors in January 2010.

Committee Members



Gail Achterman
Chair, Oregon Transportation Commission



Matthew Garrett
Director, Oregon Dept. of Transportation



Paula Hammond
Secretary, Washington State Dept. of Transportation



Carol Moser
Chair, Washington State Transportation Commission

CRC Project Sponsors Council members also will participate in the listening sessions.

CRC Tolling Study Assumptions

Analysis and planning is based upon two key tolling concepts:

1. Tolling will be an important source of funding, along with federal and state dollars, to pay for construction and maintenance of the project.
2. Tolling will be implemented in a manner to help manage traffic congestion and improve speed and reliability for bridge users.



Electronic Tolling



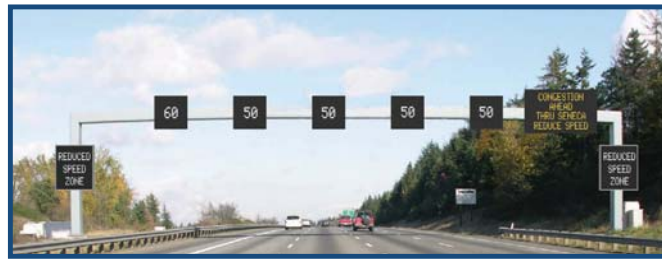
- Columbia River Crossing proposes all electronic tolling (no toll booths) to keep traffic moving.
- No additional right-of-way needed to erect toll booths.
- Regular users will use a transponder linked to a pre-paid *Good to Go!* account. Toll deducted from their account.
- Transponders would work in Washington and Oregon.
- Those without transponders will be identified for payment by their license plate.
- Cash collection costs more than electronic tolling.



Example of transponder affixed to windshield

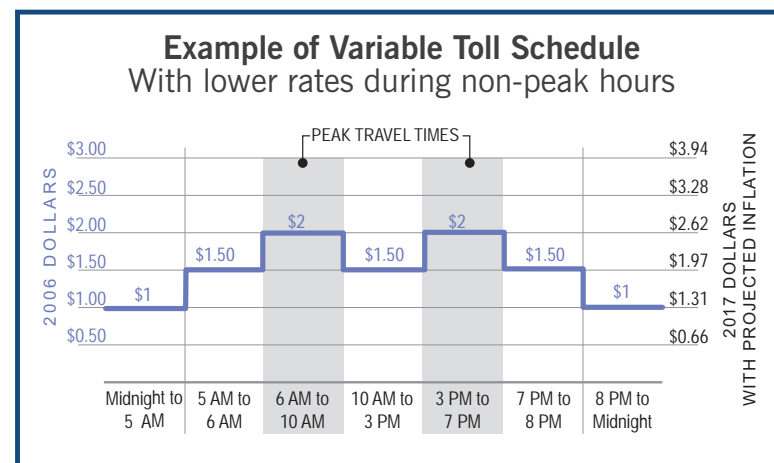
Technology for Smarter Highways

- **Real-time driver information.** Traffic cameras, traffic centers, online traffic maps.
- **Ramp meters.** Traffic signals control the frequency of vehicles entering the highway.
- **Overhead speed and lane signs.** Alert drivers to slow down, change lanes or take a different route because of collisions and backups; allows for better emergency access.
- **Incident response program to clear roads, help drivers.** WSDOT and ODOT incident responders clear disabled vehicles.



Variable Tolling

- The project proposes variable tolling (tolls that vary by time of day according to a set schedule).
- Toll rates would be lower during non-peak hours, encouraging some drivers to choose a different travel time.
- Variable tolling helps relieve congestion and improve speed and reliability during peak hours.
- Electronic toll collection makes variable tolling practical.



* Tolls escalated at 2.5 percent per year to match expected inflation.

The chart above shows the variable toll rate schedule included in the CRC Draft Environmental Impact Statement (EIS). Tolling Study Scenario 1 includes the same assumptions. Rates shown are for one-way tolls for weekday travel on I-5.

What is the purpose of the preliminary scenarios?

Scenarios provide preliminary information to:

- Explain opportunities, benefits, costs and tradeoffs
- Learn from the public about what additional issues need to be studied
- Engage in public discussions
- Gather opinions and evaluate how to best meet the needs of residents of Oregon and Washington, users of the bridge and adjacent communities

Variable factors included in scenarios:

Cost of toll: A range of costs were analyzed, but an actual rate will not be set as part of this process.

Location of toll: Tolling only I-5 and tolling both I-5 and I-205 were analyzed to evaluate the effects to the transportation system and funding.

Start date of toll: Tolling during construction was included as an option because it could reduce the amount paid in interest and generate additional “pay as you go” revenue.

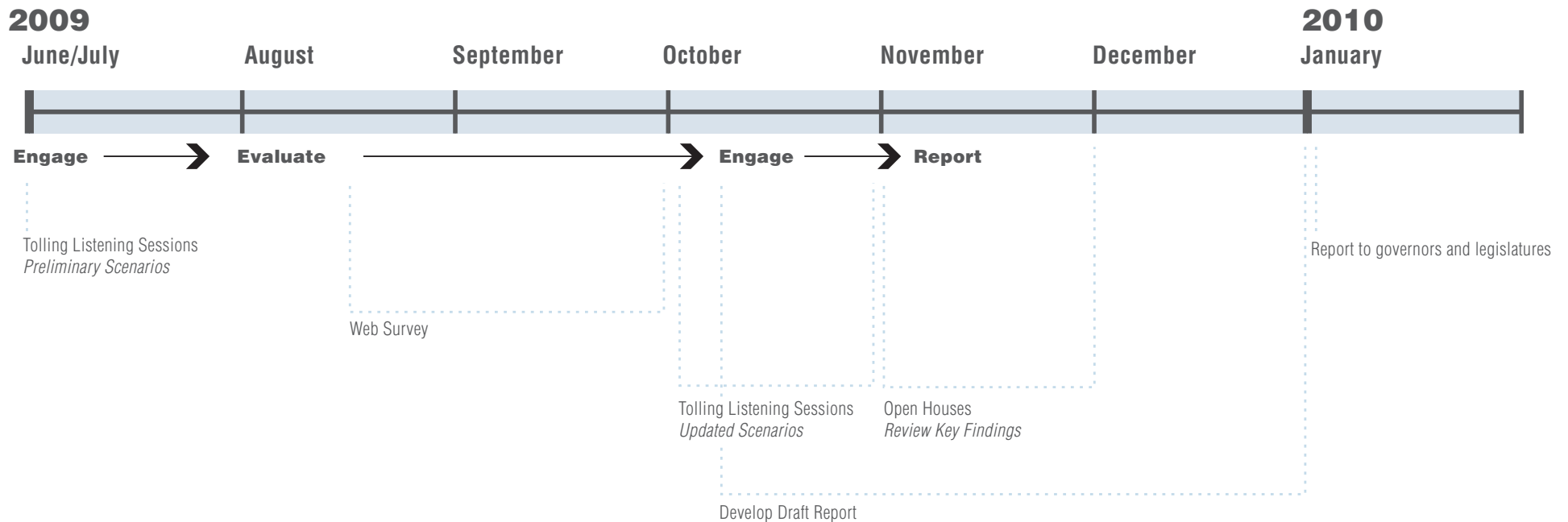


Preliminary Toll Scenarios Tested



Scenario		Variable Toll Rate Range in 2006 dollars <i>(adjusted for expected inflation in 2017 dollars)</i>
Toll I-5		Tolls collected north and southbound
Scenario 1	Toll structure from Draft EIS	\$1.00 - \$2.00 (\$1.31 - \$2.62)
Scenario 2	Directional toll: rates differ by travel direction For example, northbound PM peak toll higher than southbound PM peak toll.	\$1.00 - \$3.00 (\$1.31 - \$3.94)
Scenario 3	Toll twice Scenario 1 rates	\$2.00 - \$4.00 (\$2.62 - \$5.25)
Scenario 4	Toll triple Scenario 1 rates	\$3.00 - \$6.00 (\$3.94 - \$7.87)
Toll I-5 and I-205		Tolls collected southbound only
Scenario 5	Toll equal to Scenario 1 rates on both bridges	\$2.00 - \$4.00 (\$2.62 - \$5.25)
Scenario 6	Toll twice Scenario 1 rates on both bridges	\$4.00 - \$8.00 (\$5.25 - \$10.50)
No Toll	New bridge is built, tolls are not charged (studied for comparison purposes)	\$0
Option: Tolling During Construction	Tolling starts in 2012, the year construction could start. Option could be added to any scenario to raise additional funds.	

Tolling Outreach Schedule



Possible next steps after January 2010:

- Environmental review completed.
- Funding plan developed with multiple partners.
- Legislation authorizing tolling and approving funding plan.
- Initial toll rates set by Transportation Commissions through public process.
- Tolling begins and rates are regularly reviewed.



Listening Sessions on Tolling



Tuesday, June 30, 2009 | 6–8PM

Presentation at 6:30PM

Washington State Department of Transportation
SW Region, Room 102
11018 NE 51st Circle, Vancouver, WA

Wednesday, July 1, 2009 | 6–8PM

Presentation at 6:30PM

Jantzen Beach SuperCenter, Community Room
(across from the food court)
1405 N Jantzen Beach Center, Portland, OR

Additional listening sessions will be held in the fall.

Tolling and Traffic Management

Columbia River Crossing (CRC) is a critical bridge, transit and highway project for the Vancouver-Portland region to increase safety and mobility on I-5, keeping goods and the economy moving. Tolling is expected to be an important part of the CRC finance plan, along with federal and state contributions. Tolling can also be implemented to help manage congestion and increase trip reliability for drivers. Many decisions are yet to be made – such as, when tolling begins, and the toll rate.

Tolling study and public outreach

During summer and fall 2009, the CRC Tolling Study Committee will be seeking public and jurisdictional input on a variety of tolling scenarios. Committee members include the directors of the Oregon and Washington departments of transportation and the chairs of each state's transportation commissions. The Committee will evaluate advanced tolling and traffic management technology, review scenario findings and compile public comments for a report to the Oregon and Washington legislatures and transportation commissions in January 2010. Setting tolling policy and rates is the responsibility of the states' transportation commissions and legislatures.



Example Electronic Toll Collection System

CRC improves safety and reliability for all travelers by:

- Replacing the Interstate bridge
- Improving seven interchanges and lengthening merge ramps
- Extending light rail to Clark College in Vancouver
- Widening the pedestrian and bicycle path
- Implementing electronic, variable tolling

No toll booths necessary with electronic tolling

CRC will use electronic tolling to keep traffic moving across the bridge— no toll booths or need for motorists to slow down to pay tolls. Electronic tolls are collected with a transponder, about the size of a credit card, affixed to a car's windshield. On a tolled facility, overhead sensors link the transponder to driver's account information, and deduct the correct toll from a prepaid account. Drivers can easily manage their account by authorizing payments from a credit card or bank account when the account balance gets low.

A vehicle that does not have a transponder will have the license plate photographed and can prepay online or by phone or be invoiced for the toll, which will include an administrative processing fee for billing.

Variable tolling helps manage congestion

The CRC is proposing variable tolling—the toll rate would vary by time of day according to a set schedule with the lowest rates during non-peak hours. Variable tolling helps relieve congestion and improve travel speeds

and trip reliability by encouraging some drivers to change the time of day they travel. Other drivers might decide to take transit or change their trip destination. Most drivers will opt not to change their travel behavior.

Tolling scenarios

Preliminary tolling scenarios were tested to identify opportunities, benefits, costs and tradeoffs and will be revised after receiving public input during summer 2009. All scenarios included variable toll rates; however, other elements were adjusted including the toll rate and whether the toll was charged on I-5 or both I-5 and I-205. Varying these factors highlights possible effects to the transportation system and project funding.

The preliminary scenarios studied include:

Toll I-5	Variable Toll Rate Range in 2006 dollars <i>(adjusted for expected inflation in 2017 dollars)</i>
Scenario 1	\$1.00 - \$2.00 (\$1.31 - \$2.62)
Scenario 2	\$1.00 - \$3.00 (\$1.31 - \$3.94)
Scenario 3	\$2.00 - \$4.00 (\$2.62 - \$5.25)
Scenario 4	\$3.00 - \$6.00 (\$3.94 - \$7.87)
Toll I-5 and I-205	
Scenario 5	\$2.00 - \$4.00 (\$2.62 - \$5.25)
Scenario 6	\$4.00 - \$8.00 (\$5.25 - \$10.50)
No Toll (studied for comparison purposes)	\$0

None of the toll scenarios are recommendations for actual toll rates. Actual toll rates will depend on a final finance plan and will be set by the Oregon and Washington state transportation commissions. When implemented, rates would be adjusted to keep pace with inflation.

How do the scenarios affect funding?

For the scenarios that included tolling I-5 after the new bridge is built (2017), tolls could contribute between \$1 and \$2 billion to project funding. Tolling both I-5 and I-205 would more than double the funding provided by tolling.

If tolling were implemented during construction additional funds could be generated.

What happens to travel patterns with tolling?


If I-5 were tolled, most people would choose not to change their travel patterns. Some people will choose to change their trip destination to avoid crossing the river, change their route to the I-205 bridge, use transit, carpool to share the toll cost, or choose another time to travel in order to pay a lower toll. These changes in travel patterns create a less congested trip for those that remain on I-5. If both I-5 and I-205 were tolled, most people would still choose to cross the river, and some would change their travel patterns.


How can I get involved?

- Attend a Tolling Study Committee listening session to provide input
- Contact the project office to meet or talk one-on-one with a staff member
- Visit the Tolling Study website at <http://tolling.ColumbiaRiverCrossing.org>
Attend an advisory group meeting
- Invite CRC staff to your group to discuss the project

How can I comment on the project?

E-mail: feedback@columbiarivercrossing.org
 Mail: 700 Washington St, Suite 300
 Vancouver, WA 98660
 Phone: 360-737-2726 or 503-256-2726
 Fax: 360-737-0294

AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION  Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities by calling the Office of Equal Opportunity (OEO) at (360) 705-7097. Persons who are deaf or hard of hearing may contact OEO through the Washington Relay Service at 7-1-1.

TITLE VI NOTICE TO PUBLIC  It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. For language interpretation services, please contact the project office at (866) 396-2726. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at (360) 705-7098.

FOR IMMEDIATE RELEASE

June 17, 2009

CONTACTS

KC Cooper, 360-816-8894
CRC Communications Manager

Carley Francis, 360-816-8869
CRC Public Information Officer

Columbia River Crossing provides update at June open houses

VANCOUVER, Wash. – The Interstate 5 Columbia River Crossing project invites the public to attend two upcoming open houses to hear current information and provide feedback to staff.

The events will feature updates on several key project elements, including bridge design, light rail planning, highway interchange design, pedestrian and bicycle pathways, tolling, and community and environmental effects. CRC technical staff will be available to answer questions, and public comments are welcome.

The open houses are scheduled for:

- Tuesday, June 23: Jantzen Beach SuperCenter, Community Room (across from food court), 1405 N. Jantzen Beach Center, Portland
- Wednesday, June 24: Red Lion Hotel Vancouver at the Quay, River Rooms, 100 Columbia Street, Vancouver

Both open houses will begin at 5:30 p.m. and end at 7:30 p.m.

About the project

CRC is a bi-state project to reduce congestion, enhance mobility and improve safety on I-5 between SR 500 in Vancouver and Columbia Boulevard in Portland. The project will replace the I-5 bridge, extend light rail to Vancouver, improve seven interchanges, and enhance the pedestrian and bicycle path between the two cities. Cost estimates for the project range from \$3.1 to \$4.2 billion, a portion of which would be financed by tolls. More information may be found on the CRC project Web site: <http://www.columbiarivercrossing.org>.

More information: www.ColumbiaRiverCrossing.org

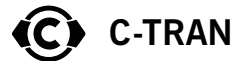
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Columbia River Crossing project Listening Sessions on Tolling Boards

I-5 Columbia River Crossing

Welcome!



Project Purpose and Need

The project seeks to address six problems:

- Growing congestion
- Impaired freight mobility
- Diminished public transit reliability
- High crash rates
- Inadequate pedestrian and bicycle paths
- Potential for earthquake damage



If nothing is done, traffic congestion will grow to 15 hours per day by the year 2030. Building the project will help reduce it to three–five hours per day by then.

Project Elements

The Columbia River Crossing (CRC) is a comprehensive, long-term transportation solution that will:

- Replace the Interstate Bridge
- Improve seven highway interchanges
- Extend light rail from Portland to Vancouver
- Widen the pedestrian and bicycle path across the Columbia River
- Include electronic tolling



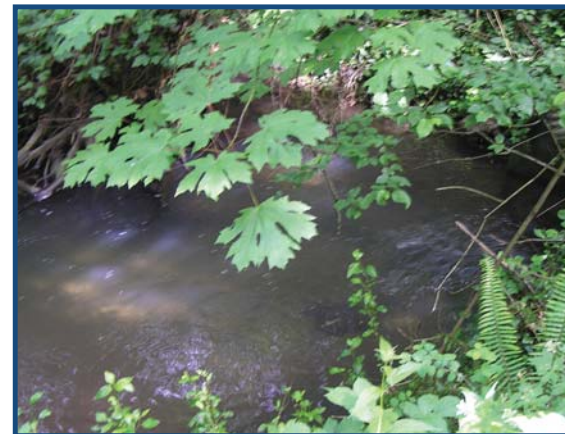
Safer and More Reliable Trip



- Reduces collisions by up to 75 percent with improvements to seven interchanges
- Eliminates ten high-crash sites
- Adds safety shoulders
- Meets earthquake safety standards
- Eliminates bridge lifts
- Reduces round-trip travel times
- Results in less congestion on local streets in North Portland and Vancouver
- Eliminates northbound afternoon traffic jam
- Improves travel choices (light rail and pedestrian and bicycle path)

Benefits to the Community, Environment and Economy

- Reduces highway noise along the corridor
- Provides more travel options
- Treats stormwater
- Improves fish habitat
- Creates or sustains 27,000 construction-related jobs
- Improves access to ports and highways to keep goods moving
- Reduces costs for businesses through less congestion





Estimated Costs and Revenue



CRC funding will come from multiple sources:

- Federal
- State of Oregon
- State of Washington
- Tolling

Preliminary Cost Estimate

\$3.1—\$4.2 billion

The cost is calculated for the year the dollars would be spent, 2010–2017.

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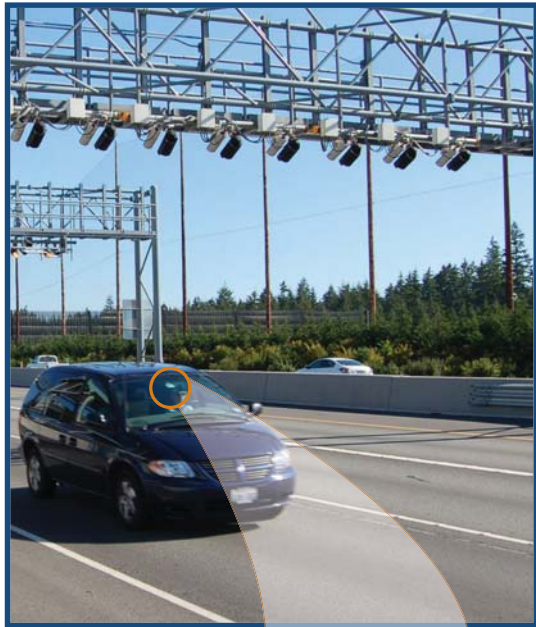
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Analysis and planning is based upon two key tolling concepts:

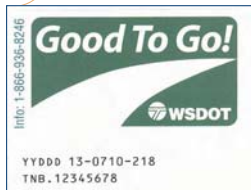
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Electronic Tolling



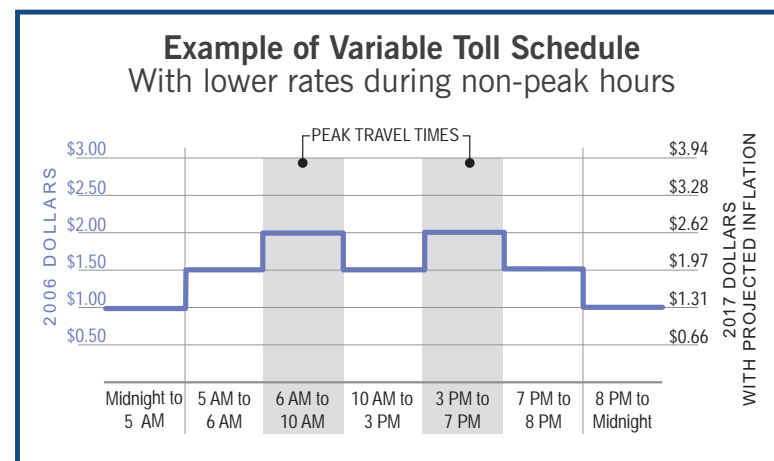
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Example of transponder affixed to windshield

Variable Tolling

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- Variable tolling helps relieve congestion and improve speed and reliability during peak hours.
- Electronic toll collection makes variable tolling practical.



* Tolls escalated at 2.5 percent per year to match expected inflation.

The chart above shows the variable toll rate schedule included in the CRC Draft Environmental Impact Statement (EIS). Tolling Study Scenario 1 includes the same assumptions. Rates shown are for one-way tolls for weekday travel on I-5.



What is the purpose of the preliminary scenarios?



- Explain opportunities, benefits, costs and tradeoffs
- Learn from the public about what additional issues need to be studied
- Engage in public discussions
- Gather opinions and evaluate how to best meet the needs of residents of Oregon and Washington, users of the bridge and adjacent communities



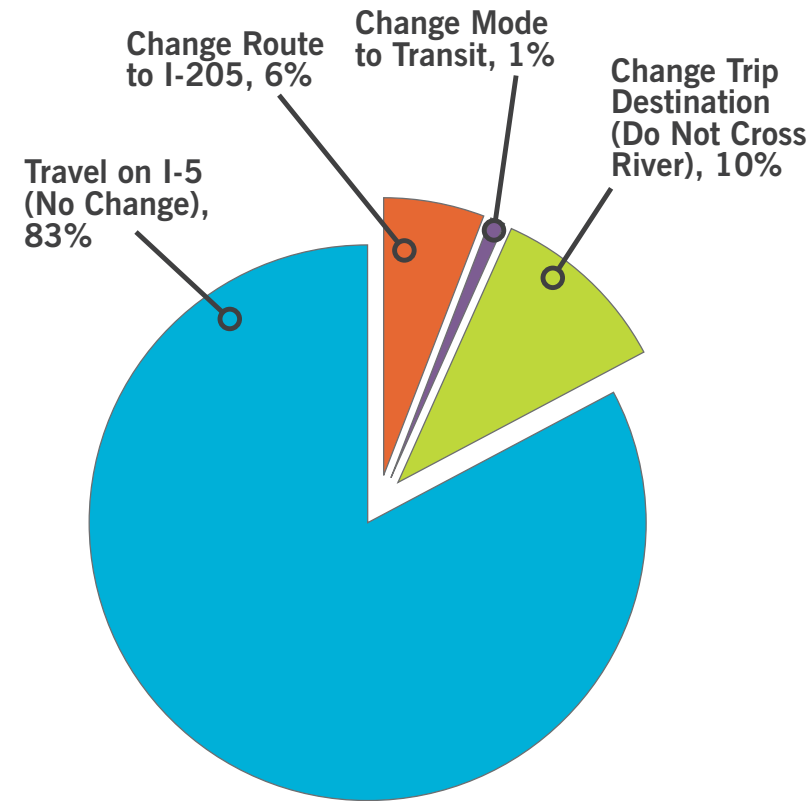
Preliminary Toll Scenarios Tested



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What Happens to Travel Patterns if I-5 is Tolled?

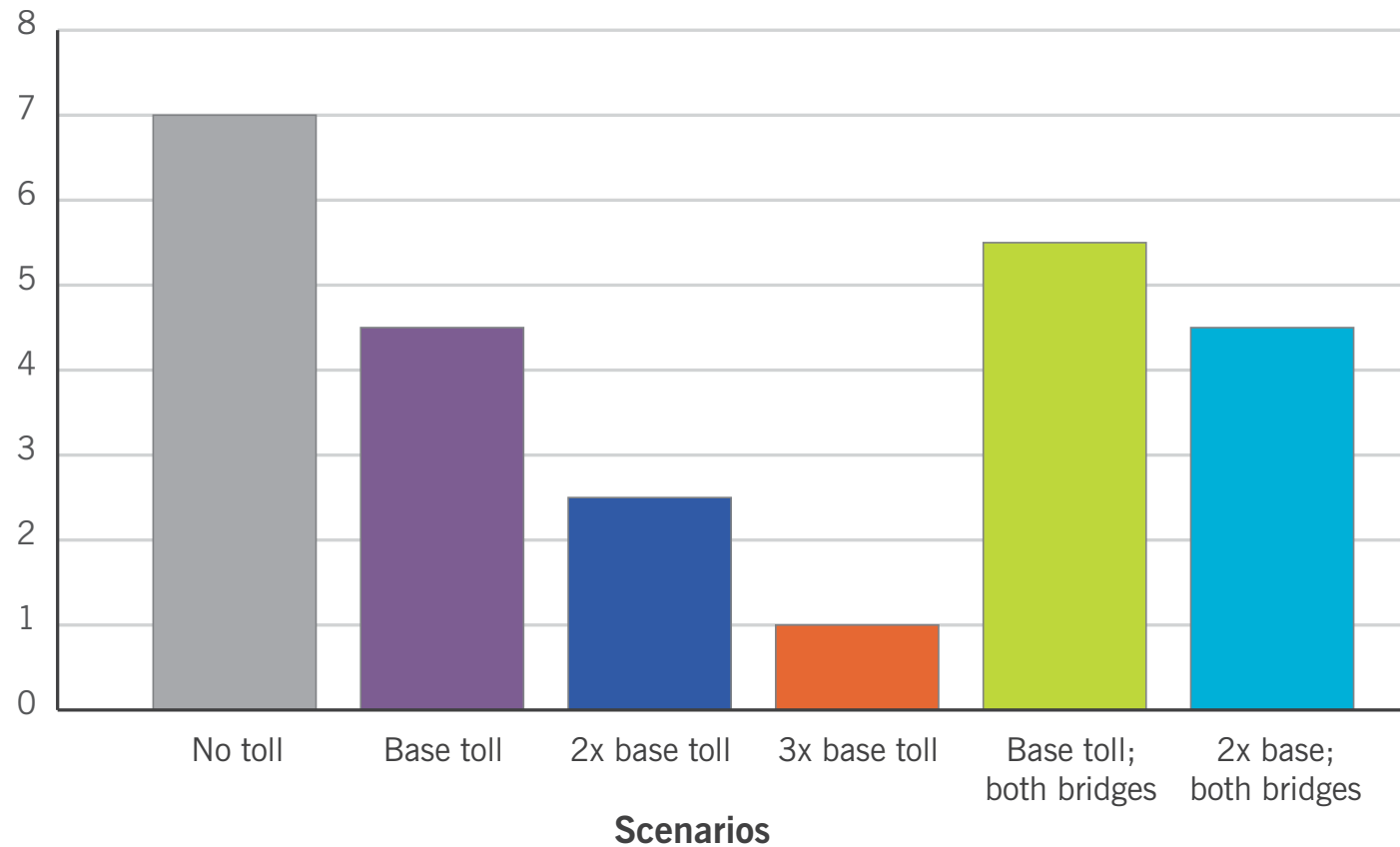
- The majority of I-5 bridge trips stay on I-5
- Some people will choose to change their trip destination to avoid crossing the river
- Some people will choose to change their route to the I-205 bridge
- Some people will choose to use transit instead
- Some people may choose to carpool to share the toll cost
- Some may choose to change the time of their trip to pay a lower toll



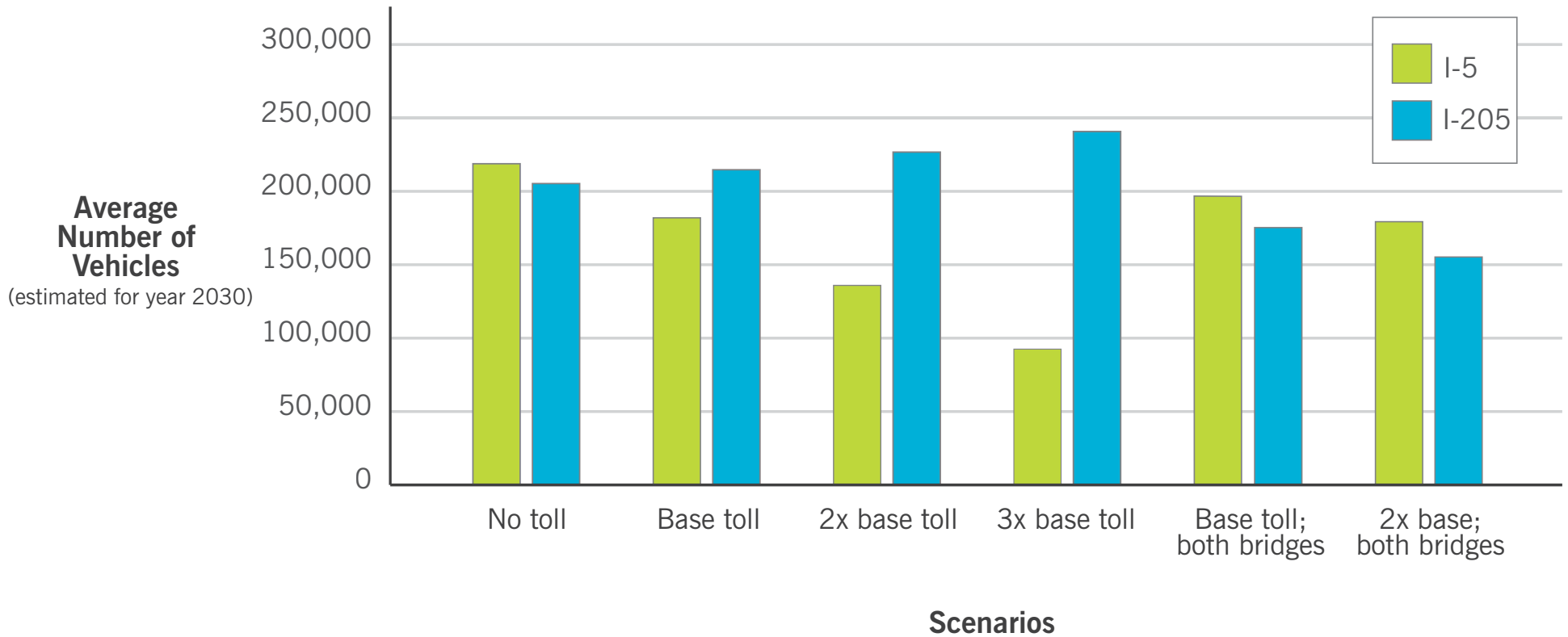
Travel patterns for tolls on I-5 (Scenario 1)

What Happens to I-5 Congestion with Variable Tolls?

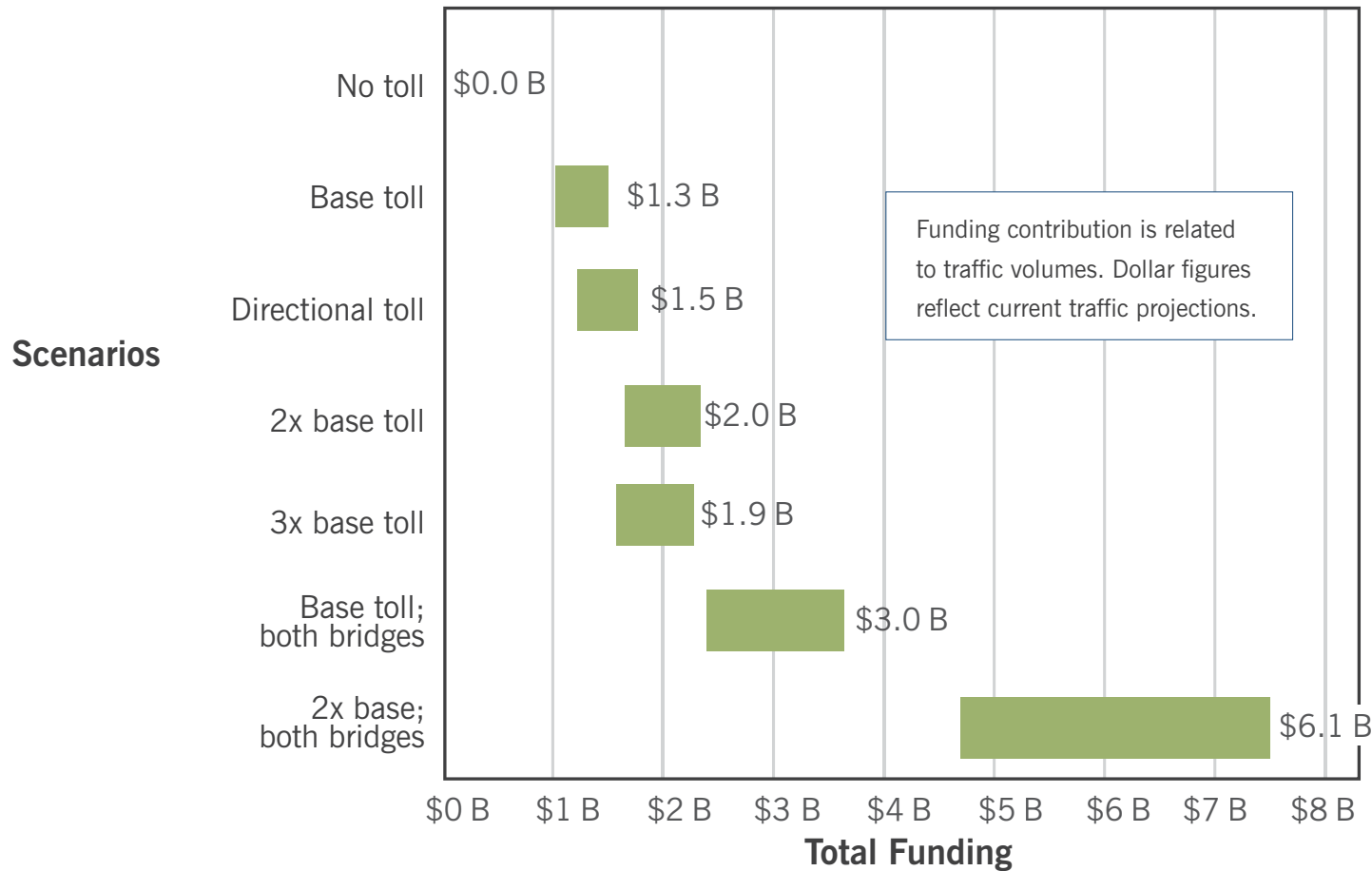
**Average Hours
of Daily
Congestion**
(estimated for year 2030)



What Happens to Traffic Volumes with Tolls?



Tolling Funding Contribution Ranges— Tolling Starts Mid 2017



Option: Tolling during construction could be added to any scenario using rates in Scenario 1.
Tolling early could provide about \$350 million in additional funds for construction.



Be Heard and Learn More



Attend Listening Sessions and Open Houses

E-Mail Comments

feedback@columbiarivercrossing.org

Mail Comments

700 Washington Street, Suite 300
Vancouver WA 98660

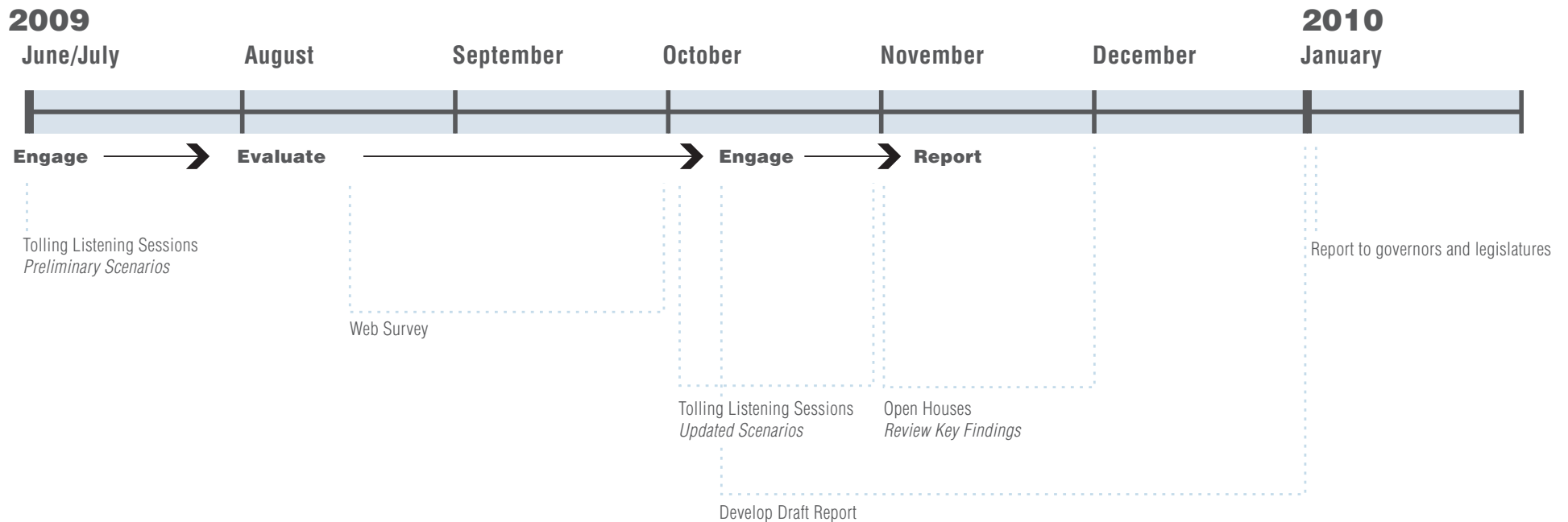
Learn More Online

<http://tolling.columbiarivercrossing.org>

Take a Web Survey

Begins summer 2009

Tolling Outreach Schedule



Possible next steps after January 2010:

- Environmental review completed.
- Funding plan developed with multiple partners.
- Legislation authorizing tolling and approving funding plan.
- Initial toll rates set by Transportation Commissions through public process.
- Tolling begins and rates are regularly reviewed.

Columbia River **CROSSING**

Tolling Study Listening Session

June 30 and July 1, 2009



Columbia River **CROSSING**

Tolling Study Committee



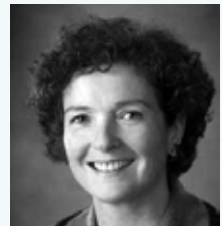
Tolling Study Committee Members



- Gail Achterman
 - Chair, Oregon Transportation Commission



- Matthew Garrett
 - Director, Oregon Department of Transportation



- Paula Hammond
 - Secretary, Washington State Department of Transportation



- Carol Moser
 - Chair, Washington Transportation Commission

Members of the CRC Project Sponsors Council will also participate in tolling listening sessions.

Washington and Oregon Seek Public Input

- Purpose: Develop and provide detailed tolling information for public review and comment including:
 - Technology to maintain travel speed and trip reliability
 - Effects to I-5, I-205 and local streets
 - Funding levels raised with different scenarios

Report public comments and findings January 2010

Columbia River **CROSSING**

CRC: A comprehensive,
long-term solution



Regional input identifies I-5 problems

- I-5 Trade and Transportation Partnership in 2002 identified CRC as one of three critical projects for I-5
- 39-member Task Force met for three years to identify problems, develop evaluation criteria and select a preferred alternative:
 - I-5 between Portland and Vancouver has a high crash rate and 4-6 hours of congestion most days
 - Pedestrian, bicycle and transit connections are limited
 - Freight mobility is impaired
 - Design is outdated and vulnerable to earthquakes
 - Bridges built in 1917 and 1958
- Seven stakeholder advisory groups continue to advise CRC on project development

CRC addresses I-5 problems:

- Replacement I-5 bridge
- Light rail to Clark College
- Improvements to 7 closely spaced interchanges
- Wider pedestrian/bicycle path
- Electronic tolling

Preliminary cost estimate:

\$3.1 - \$4.2 billion



Columbia River **CROSSING**

What We've Learned



Our work to date has been framed by two key assumptions:

1. Tolling will be an important source of funding, along with federal and state dollars, to pay for construction and maintenance.
2. Tolling will be implemented in a manner to help manage congestion, and improve speed and reliability for bridge users.

All-Electronic Tolling: Fast and convenient



- No toll booths – to keep traffic moving
 - No additional right-of-way needed to collect tolls.
- Electronic tolling costs less than cash collection.
- Regular users use a transponder linked to a pre-paid *Good to Go!* account.
- Transponders would work in Washington and Oregon.
- Those without transponders identified for payment by license plate.

Variable Tolling

- Tolls that vary by time of day according to a set schedule
- Toll rates would be lower during non-peak hours – some drivers to change travel patterns
- Electronic toll collection makes variable tolling practical



Columbia River **CROSSING**

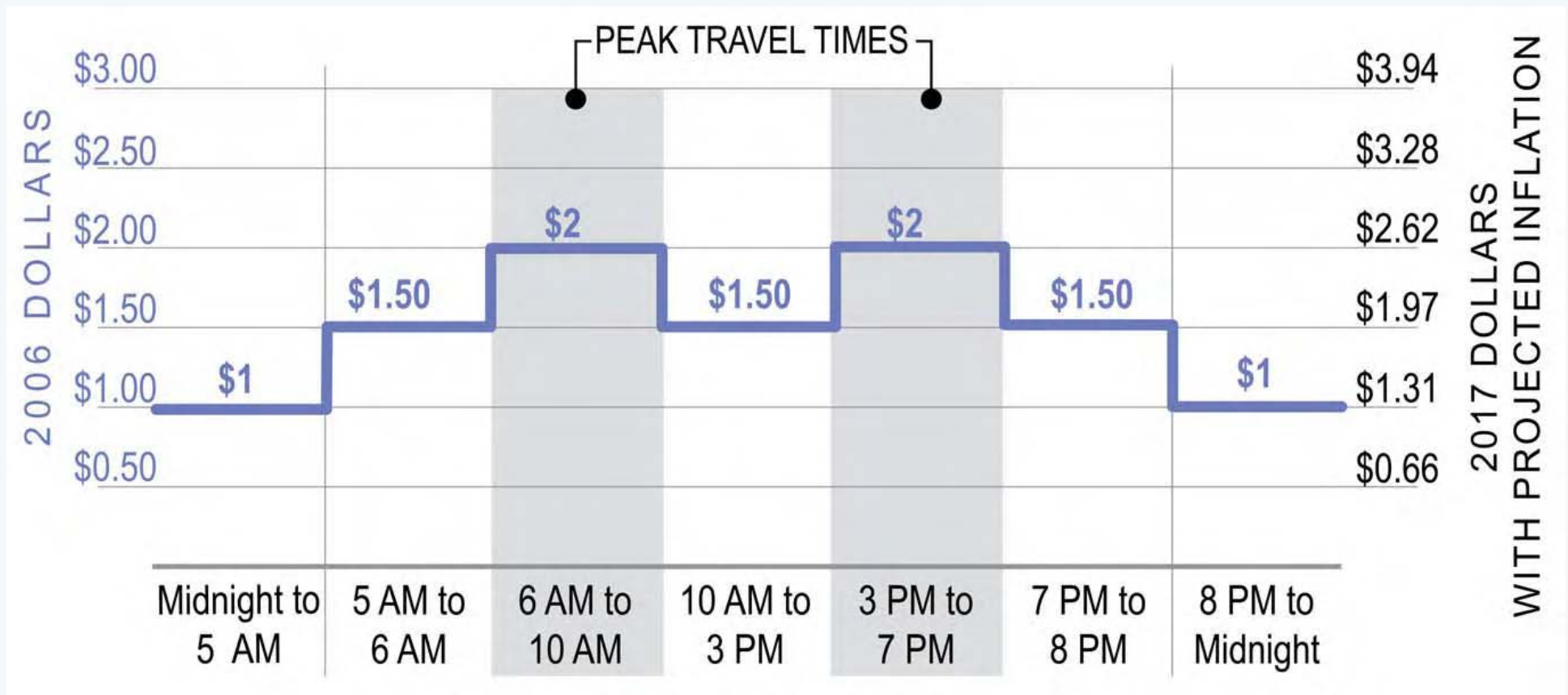
What We Studied...



How do tolling rates...

- Affect travel choices and traffic patterns?
 - People make different choices about their trip time, purpose, and mode
- Help pay for the project?
 - Toll revenue generation is related to traffic levels, toll rate, location and start date

Rates for I-5 weekday, one-way tolls



Rate schedule above is for Scenario 1

I-5 Toll Scenarios

	2006\$	2017\$ **
	Min/Max	Min/Max
• Base toll	\$1 / \$2	\$1.31 / \$2.62
• Directional toll	\$1 / \$3	\$1.31 / \$3.94
• 2x base toll	\$2 / \$4	\$2.62 / \$5.25
• 3x base toll	\$3 / \$6	\$3.94 / \$7.87

All preliminary scenarios include variable tolls.

Tolls collected both northbound and southbound.

** Tolls escalated at 2.5% per year to keep pace with expected inflation.

I-5 and I-205 toll scenarios

	2006\$ Min/Max	2017\$ Min/Max
5. Base toll on both bridges	\$2 / \$4	\$2.62/\$5.25
6. 2x base toll both bridges	\$4 / \$8	\$5.25/\$10.50

All preliminary scenarios include variable tolls.
Tolls collected southbound only.

** Tolls escalated at 2.5% per year to keep pace with expected inflation.

Additional considerations

No toll scenario: Studied for comparison purposes

- Assumes new bridge; tolls not charged
- Cannot fund project without tolls

Tolling during construction (beginning 2012):

- Option could be added to any scenario to raise additional funds and manage congestion

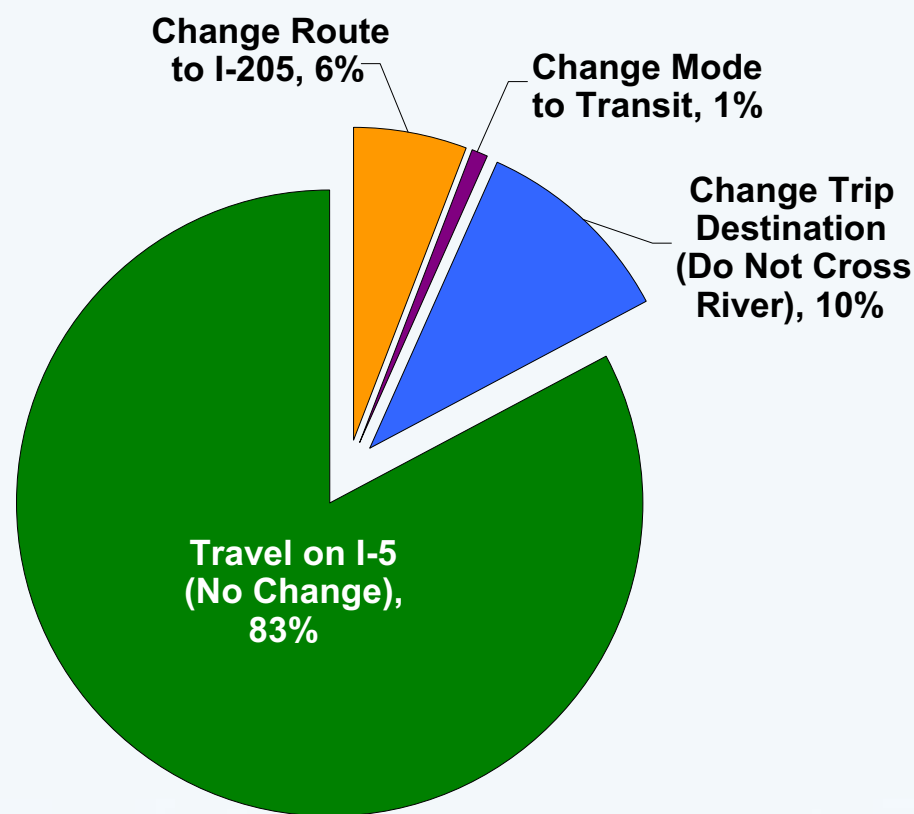
Columbia River **CROSSING**

What We've Learned... Traffic Patterns



What happens to travel patterns if I-5 is tolled?

- The majority of I-5 bridge trips stay on I-5
- Some people will choose to change their trip destination to avoid crossing the river
- Some people will choose to change their route to the I-205 bridge
- Some people will choose to use transit instead
- Some people may choose to carpool to share the toll cost
- Some may choose to change the time of their trip to pay a lower toll

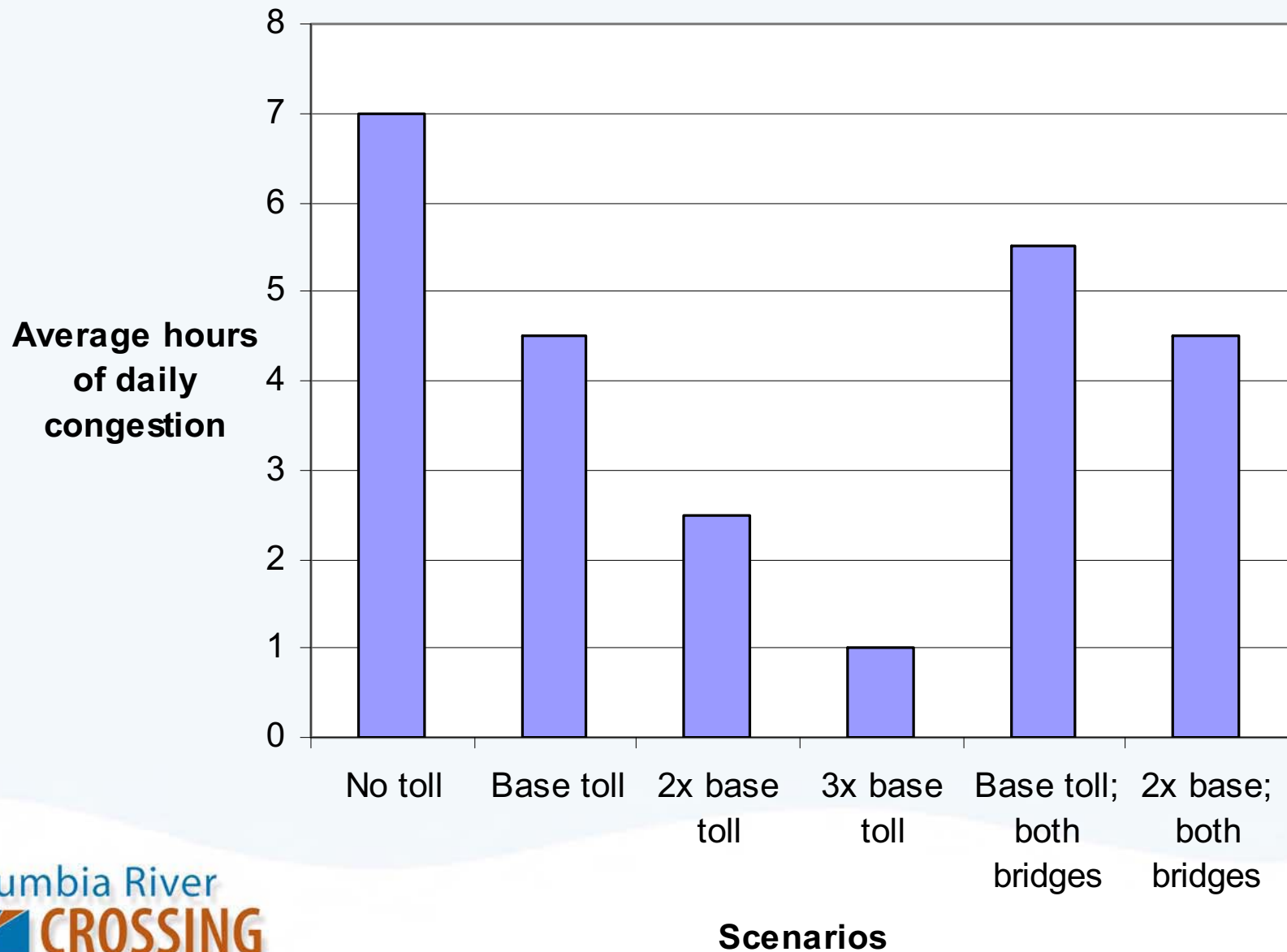


Travel patterns for tolls on I-5 (Scenario 1)

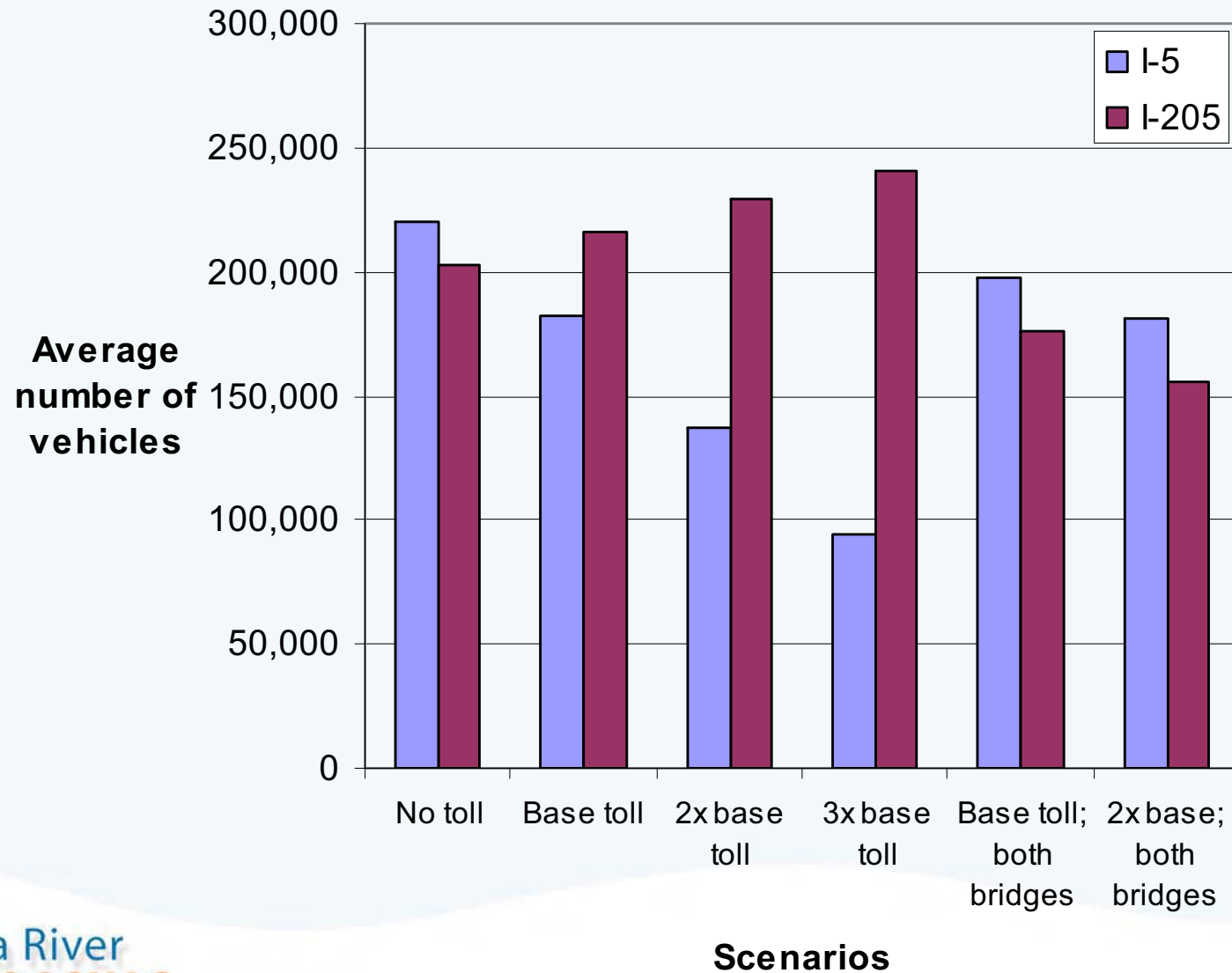
What happens to travel patterns if both I-5 and I-205 are tolled?

- Most trips remain on I-5 and I-205 bridges
- Some trips from I-205 will return to I-5
- Some will choose a different trip destination to avoid crossing the river
- Some people will choose to use transit instead
- Some people may choose to change the time of their trip to pay a lower toll
- Some people may choose to carpool to share the toll cost

What happens to I-5 congestion with variable tolls?



What happens to traffic volumes with tolls?

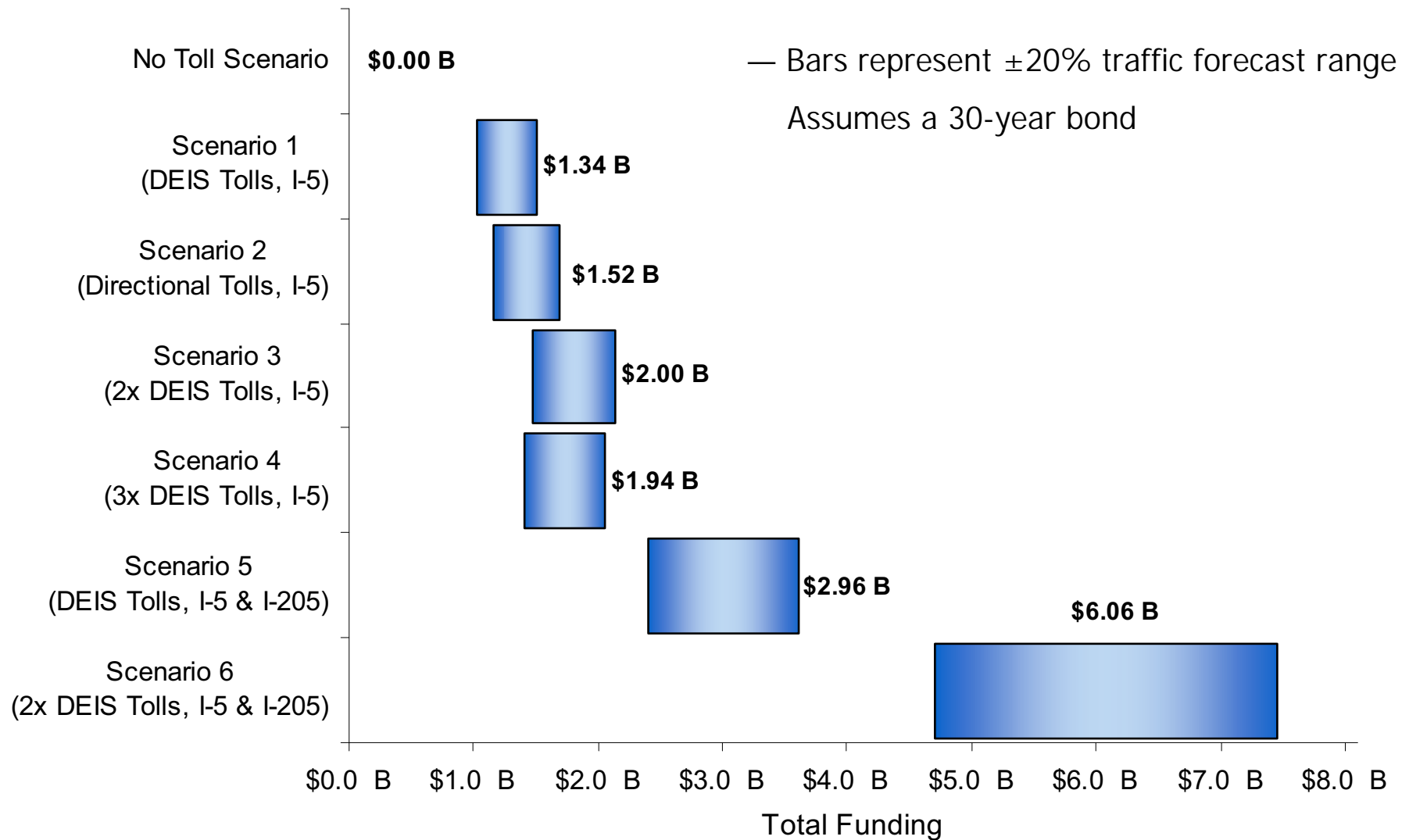


Columbia River **CROSSING**

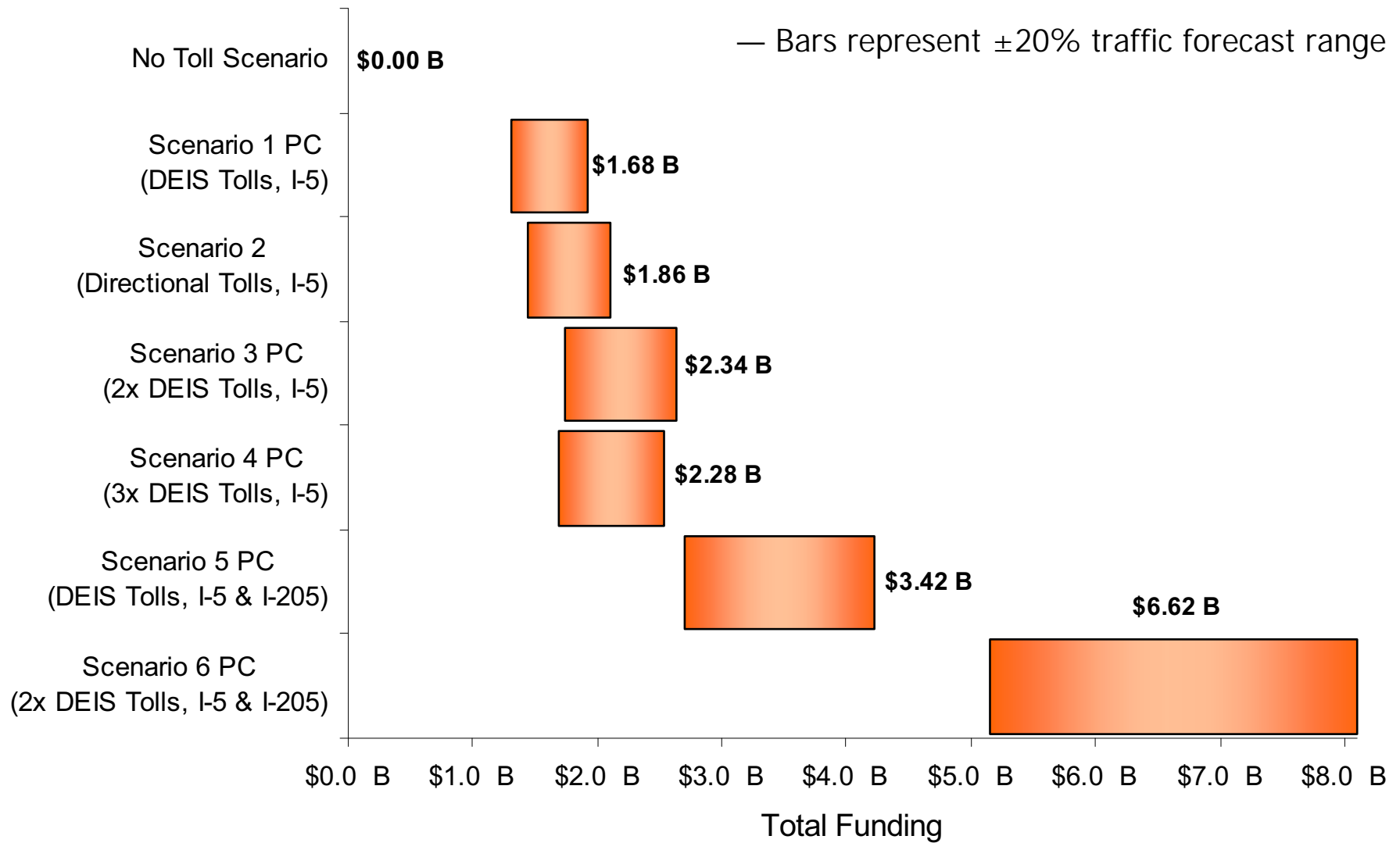
What We've Learned... Funding Contribution



Toll Funding Contribution Ranges — Tolling starts mid 2017



Toll Funding Contribution Ranges with Tolling During Construction — If I-5 Tolling starts mid 2012



What we've learned so far....

- Electronic tolling is faster, less expensive, more convenient
- Variable tolling helps manage congestion, increasing reliability and speed for users
 - Higher tolls during peak times will help reduce congestion
 - Lower tolls during off-peak times will encourage some people to change travel
- Tolls needed to build the project
 - Tolling both bridges doubles the funding contribution of tolls
 - There is a tipping point beyond which higher tolls reduce revenue

Your input will help us...

- Understand different views of costs, benefits, and choices different tolling options present
- Learn about additional areas of interest or concern that need further study
- Consider how to best meet the needs of residents of Oregon and Washington, users of the bridge and adjacent communities

Columbia River **CROSSING**

Next Steps



Tolling Study Schedule

- Today: Listening sessions
- Summer:
 - Revise scenarios
 - Web survey
 - Community conversations
- Fall:
 - Listening sessions and open houses with updated scenarios
- Winter:
 - Report due January 2010 to governors and legislatures

How to be heard or learn more

- Attend listening sessions, open houses
- Email comments
 - feedback@columbiarivercrossing.org
- Mail comments
 - 700 Washington Street, Suite 300, Vancouver WA 98660
- Sign up for project eUpdates and learn more
 - <http://tolling.columbiarivercrossing.org>
- Web survey
 - Begins summer 2009

Listening Session

Questions and Comments

Tolling and Traffic Management

Columbia River Crossing (CRC) is a critical bridge, transit and highway project for the Vancouver-Portland region to increase safety and mobility on I-5, keeping goods and the economy moving. Tolling is expected to be an important part of the CRC finance plan, along with federal and state contributions. Tolling can also be implemented to help manage congestion and increase trip reliability for drivers. Many decisions are yet to be made – such as, when tolling begins, and the toll rate.

Tolling study and public outreach

During summer and fall 2009, the CRC Tolling Study Committee will be seeking public and jurisdictional input on a variety of tolling scenarios. Committee members include the directors of the Oregon and Washington departments of transportation and the chairs of each state's transportation commissions. The Committee will evaluate advanced tolling and traffic management technology, review scenario findings and compile public comments for a report to the Oregon and Washington legislatures and transportation commissions in January 2010. Setting tolling policy and rates is the responsibility of the states' transportation commissions and legislatures.



Example Electronic Toll Collection System

CRC improves safety and reliability for all travelers by:

- Replacing the Interstate bridge
- Improving seven interchanges and lengthening merge ramps
- Extending light rail to Clark College in Vancouver
- Widening the pedestrian and bicycle path
- Implementing electronic, variable tolling

No toll booths necessary with electronic tolling

CRC will use electronic tolling to keep traffic moving across the bridge— no toll booths or need for motorists to slow down to pay tolls. Electronic tolls are collected with a transponder, about the size of a credit card, affixed to a car's windshield. On a tolled facility, overhead sensors link the transponder to driver's account information, and deduct the correct toll from a prepaid account. Drivers can easily manage their account by authorizing payments from a credit card or bank account when the account balance gets low.

A vehicle that does not have a transponder will have the license plate photographed and can prepay online or by phone or be invoiced for the toll, which will include an administrative processing fee for billing.

Variable tolling helps manage congestion

The CRC is proposing variable tolling—the toll rate would vary by time of day according to a set schedule with the lowest rates during non-peak hours. Variable tolling helps relieve congestion and improve travel speeds

and trip reliability by encouraging some drivers to change the time of day they travel. Other drivers might decide to take transit or change their trip destination. Most drivers will opt not to change their travel behavior.

Tolling scenarios

Preliminary tolling scenarios were tested to identify opportunities, benefits, costs and tradeoffs and will be revised after receiving public input during summer 2009. All scenarios included variable toll rates; however, other elements were adjusted including the toll rate and whether the toll was charged on I-5 or both I-5 and I-205. Varying these factors highlights possible effects to the transportation system and project funding.

The preliminary scenarios studied include:

Toll I-5	Variable Toll Rate Range in 2006 dollars (adjusted for expected inflation in 2017 dollars)
Scenario 1	\$1.00 - \$2.00 (\$1.31 - \$2.62)
Scenario 2	\$1.00 - \$3.00 (\$1.31 - \$3.94)
Scenario 3	\$2.00 - \$4.00 (\$2.62 - \$5.25)
Scenario 4	\$3.00 - \$6.00 (\$3.94 - \$7.87)
Toll I-5 and I-205	
Scenario 5	\$2.00 - \$4.00 (\$2.62 - \$5.25)
Scenario 6	\$4.00 - \$8.00 (\$5.25 - \$10.50)
No Toll (studied for comparison purposes)	\$0

None of the toll scenarios are recommendations for actual toll rates. Actual toll rates will depend on a final finance plan and will be set by the Oregon and Washington state transportation commissions. When implemented, rates would be adjusted to keep pace with inflation.

How do the scenarios affect funding?

For the scenarios that included tolling I-5 after the new bridge is built (2017), tolls could contribute between \$1 and \$2 billion to project funding. Tolling both I-5 and I-205 would more than double the funding provided by tolling.

If tolling were implemented during construction additional funds could be generated.

What happens to travel patterns with tolling?

If I-5 were tolled, most people would choose not to change their travel patterns. Some people will choose to change their trip destination to avoid crossing the river, change their route to the I-205 bridge, use transit, carpool to share the toll cost, or choose another time to travel in order to pay a lower toll. These changes in travel patterns create a less congested trip for those that remain on I-5. If both I-5 and I-205 were tolled, most people would still choose to cross the river, and some would change their travel patterns.

How can I get involved?

- Attend a Tolling Study Committee listening session to provide input
- Contact the project office to meet or talk one-on-one with a staff member
- Visit the Tolling Study website at <http://tolling.ColumbiaRiverCrossing.org>
Attend an advisory group meeting
- Invite CRC staff to your group to discuss the project


How can I comment on the project?


E-mail: feedback@columbiarivercrossing.org

Mail: 700 Washington St, Suite 300
Vancouver, WA 98660

Phone: 360-737-2726 or 503-256-2726

Fax: 360-737-0294

AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION  Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities by calling the Office of Equal Opportunity (OEO) at (360) 705-7097. Persons who are deaf or hard of hearing may contact OEO through the Washington Relay Service at 7-1-1.

TITLE VI NOTICE TO PUBLIC  It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. For language interpretation services, please contact the project office at (866) 396-2726. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at (360) 705-7098.

Thank you for attending this evening's listening session. Your opinion will help shape how tolling is evaluated for the Columbia River Crossing (CRC) project. Based on your comments and feedback, additional tolling options will be reviewed and presented later this fall. We would also like feedback on the presentation tonight.

1. Generally, did you find the information presented this evening helpful?

Yes No

Comment: _____

2. Generally, did tonight's format (information boards, presentation, public comment session) work for you?

Yes No

Comment: _____

3. Do you have a specific question based on the information presented tonight?

4. Was there anything missing from tonight's presentation that you would like to see included?

5. The CRC project assumes that the I-5 bridge will be tolled. Why do you think tolling should be used for the project? (circle one)

- a. It provides funds to help build the project. b. It makes my trip across the I-5 bridge more predictable.
- c. People make choices (time of travel, different mode, different destination, etc) that make the transportation system more efficient.
- d. Other _____

6. Are there specific elements (rate, start date, number of bridges, etc.) of any of the tolling scenarios that should be adjusted or included in the future?

7. Do you use the I-5 bridge to cross the Columbia River more than twice a week? (circle one)

- a. Yes, during rush hour b. Yes, but not during rush hour c. No

8. Do you use the I-205 bridge to cross the Columbia River more than twice a week? (circle one)

- a. Yes, during rush hour b. Yes, but not during rush hour c. No

COMMENTS OR QUESTIONS

SIGN UP FOR PROJECT UPDATES | Optional

If you would like to receive CRC project updates, including information about the tolling study, please provide contact information:

Name *(First & Last Name, Organization)*

Address *(Street, City, State, Zip)*

E-mail *(enter address to receive monthly electronic updates)*

Thank you!

Please give this form to a staff person, drop it in a comment box at the listening session or send it to the project office in a stamped envelope.

MAIL

**Columbia River Crossing
700 Washington Street, Suite 300
Vancouver, WA 98660**

FAX

360-737-0294

E-MAIL

feedback@columbiarivercrossing.org

Outreach and Meeting Materials ~ June–December 2009

TOLLING STUDY COMMITTEE



Columbia River
CROSSING

Local Project Partners



Washington State
Department of Transportation



Oregon Department
of Transportation

US Department of Transportation: Federal Transit Administration • Federal Highway Administration
City of Vancouver • City of Portland • SW Washington Regional Transportation Council • Metro • C-TRAN • TriMet



**Tolling Study Committee
June – December 2009**

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- Display Boards
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- Others, to be determined

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- Public Comment Summary
- Others, to be determined

Tab Six: Tolling Study Committee Report

- Report to Washington and Oregon legislatures and transportation commissions, due January 2010

Introduction

The CRC project is a multimodal project focused on improving safety, reducing congestion, and increasing mobility of motorists, freight, transit riders, bicyclists, and pedestrians along a five-mile section of the Interstate 5 corridor connecting Vancouver, Washington and Portland, Oregon. CRC will replace the Interstate Bridge, extend light rail from Portland to Clark College in Vancouver, improve seven interchanges and widen the existing pedestrian and bicycle path. Funding for the project is expected to come from the federal government, Oregon and Washington states, and tolling of the facility.

This notebook provides background information on the project and specific information about tolling analysis, effects and public outreach. Additional materials will be added each time the Tolling Study Committee members meet. As materials are added, they will also be available online:
<http://tolling.columbiarivercrossing.org>

Where is the Columbia River Crossing project located?

The project area stretches from State Route 500 (SR 500) in northern Vancouver, south through downtown Vancouver and over Columbia River on the I-5 bridges to just north of Columbia Boulevard in north Portland. (See Exhibit 1.)

I-5 is the only continuous north-south interstate highway on the West Coast, linking the United States, Canada, and Mexico. In the Portland-Vancouver region, I-5 is one of two major north-south highways that provide interstate connectivity and mobility. I-5 directly connects the central cities of Vancouver and Portland. Traffic conditions on the I-5 crossing over the Columbia River are influenced by the five-mile section of I-5 between SR 500 in Vancouver and Columbia Boulevard in Portland. This section includes seven interchanges that connect three state highways and several major arterial roadways. These interchanges serve a variety of land uses and provide access to downtown Vancouver, two international marine ports, industrial centers, residential neighborhoods, retail centers, and recreational areas.

What is the purpose and need of the project?

One of the first and most important steps of any major project is to define why the project has been initiated, and what problem(s) it seeks to address. The Purpose and Need statement provides this definition for all projects complying with the National Environmental Policy Act (NEPA), and serves as the basis for defining how alternatives will be developed and measured. A reasonable alternative must

address the needs specified in the Purpose and Need statement for the alternative to be considered in a draft environmental impact statement (EIS). Thus, the Purpose and Need statement guides all future development of the project.

More than a decade of planning and prior studies have evaluated transportation deficiencies in the I-5 CRC project area. These studies identified a variety of transportation mobility and safety problems, many of which have been passed on to the I-5 CRC project to correct. The Purpose and Need statement for the Columbia River Crossing project, developed with the CRC Task Force, project co-lead agencies, and public input, is provided verbatim below.

Project Purpose

The purpose of the proposed action is to improve Interstate 5 corridor mobility by addressing present and future travel demand and mobility needs in the Columbia River Crossing Bridge Influence Area (BIA). The BIA extends from approximately Columbia Boulevard in the south to SR 500 in the north. Relative to the No-Build Alternative, the proposed action is intended to achieve the following objectives: a) improve travel safety and traffic operations on the Interstate 5 crossing's bridges and associated interchanges; b) improve connectivity, reliability, travel times and operations of public transportation modal alternatives in the BIA; c) improve highway freight mobility and address interstate river crossing's structural integrity.

Project Need

The specific needs to be addressed by the proposed action include:

- **Growing Travel Demand and Congestion:** Existing travel demand exceeds capacity in the I-5 Columbia River crossing and associated interchanges. This corridor experiences heavy congestion and delays lasting 2 to 5 hours during both the morning and afternoon peak travel periods and when traffic accidents, vehicle breakdowns, or bridge lifts occur. Due to excess travel demand and congestion in the I-5 bridge corridor, many trips take the longer, alternative I-205 route across the river. Spillover traffic from I-5 onto parallel arterials such as Martin Luther King Boulevard and Interstate Avenue increases local congestion. The two crossings currently carry over 260,000 trips across the Columbia River daily. Daily traffic demand over the I-5 crossing is projected to increase by 40 percent during the next 20 years, with stop-and-go conditions increasing to at least 10 to 12 hours each day if no improvements are made.
- **Impaired freight movement:** I-5 is part of the National Truck Network, and the most important freight freeway on the West Coast, linking international, national and regional markets in Canada, Mexico and the Pacific Rim with destinations throughout the western United States. In the center of the project

area, I-5 intersects with the Columbia River's deep water shipping and barging as well as two river-level, transcontinental rail lines. The I-5 crossing provides direct and important highway connections to the Port of Vancouver and Port of Portland facilities located on the Columbia River as well as the majority of the area's freight consolidation facilities and distribution terminals. Freight volumes moved by truck to and from the area are projected to more than double over the next 25 years.

- **Vehicle-hours of delay on truck routes** in the Portland-Vancouver area are projected to increase by more than 90 percent over the next 20 years. Growing demand and congestion will result in increasing delay, costs and uncertainty for all businesses that rely on this corridor for freight movement.
- **Limited public transportation operation, connectivity, and reliability:** Due to limited public transportation options, a number of transportation markets are not well served. The key transit markets include trips between the Portland Central City and the City of Vancouver and Clark County, trips between North/Northeast Portland and the City of Vancouver and Clark County, and trips connecting the City of Vancouver and Clark County with the regional transit system in Oregon. Current congestion in the corridor adversely impacts public transportation service reliability and travel speed. Southbound bus travel times across the bridge are currently up to three times longer during parts of the am peak compared to off peak. Travel times for public transit using general purpose lanes on I-5 in the bridge influence area are expected to increase substantially by 2030.
- **Safety and Vulnerability to Incidents:** The I-5 river crossing and its approach sections experience crash rates nearly 2.5 times higher than statewide averages for comparable facilities. Incident evaluations generally attribute these crashes to traffic congestion and weaving movements associated with closely spaced interchanges. Without breakdown lanes or shoulders, even minor traffic accidents or stalls cause severe delay or more serious accidents.
- **Substandard bicycle and pedestrian facilities:** The bike/pedestrian lanes on the I-5 Columbia River bridges are 4 to 8 feet wide, narrower than the 10-foot standard, and are located extremely close to traffic lanes, thus impacting safety for pedestrians and bicyclists. Direct pedestrian and bicycle connectivity are poor in the BIA.
- **Seismic vulnerability:** The existing I-5 bridges are located in a seismically active zone. They do not meet current seismic standards and are vulnerable to failure in an earthquake.

What is the Tolling Study Committee's purpose?

Engrossed Substitute Senate Bill 5352 was signed into Washington law by Governor Gregoire May 13, 2009. According to the law, the Washington Department of Transportation must prepare a tolling study for the Columbia River crossing project. While conducting the study, the department must coordinate with the Oregon Department of Transportation to perform the following activities:

- a) Evaluate the potential diversion of traffic from Interstate 5 to other parts of the transportation system when tolls are implemented on Interstate 5 in the vicinity of the Columbia River;
- b) Evaluate the most advanced tolling technology to maintain travel time speed and reliability for users of the Interstate 5 bridge;
- c) Evaluate available active traffic management technology to determine the most effective options for technology that could maintain travel time speed and reliability on the Interstate 5 bridge;
- d) Confer with the project sponsor's council, as well as local and regional governing bodies adjacent to the Interstate 5 Columbia river crossing corridor and the Interstate 205 corridor regarding the implementation of tolls, the impacts that the implementation of tolls might have on the operation of the corridors, the diversion of traffic to local streets, and potential mitigation measures;
- e) Regularly report to the Washington transportation commission regarding the progress of the study for the purpose of guiding the commission's potential toll setting on the facility;
- f) Research and evaluate options for a potential toll-setting framework between the Oregon and Washington transportation commissions;
- g) Conduct public work sessions and open houses to provide information to citizens, including users of the bridge and business and freight interests, regarding implementation of tolls on the Interstate 5 and to solicit citizen views on the following items:
 - (i) Funding a portion of the Columbia River Crossing Project with tolls;
 - (ii) Implementing variable tolling as a way to reduce congestion on the facility;
 - (iii) Tolling Interstate 205 separately as a management tool for the broader state and regional transportation system; and
- h) Provide a report to the governor and the legislature by January 2010.

The Columbia River Crossing project will meet and exceed the expectation of ESSB 5352 as it engages in a tolling study and outreach program during the summer and fall of 2009.

What does the Tolling Study Committee hope to accomplish?

The committee's job is to study and gather public feedback on tolling ideas for the Columbia River Crossing project. The committee will work with the Oregon and Washington transportation departments to examine the following issues with input from the public:

- **Diversion:** To what extent will a toll across the Columbia River cause some motorists to choose other routes, such as I-205, or other travel modes or destinations?
- **Technology:** What are the most advanced technologies for collecting tolls electronically while keeping traffic flowing safely and reliably?
- **Managing traffic:** How can “variable tolling” – a higher toll price during rush hour – be used to reduce traffic congestion on I-5? Should I-205 be tolled separately as a way to manage the larger state and regional transportation system?
- **Funding:** What portion of the construction cost can be financed by tolling? What toll rates should be considered?

The committee will host public listening sessions to residents, users of the bridge, business and freight interests, and others to gather their opinions on different scenarios and their impacts. During each session and throughout the summer and fall, the committee also will provide results of updated technical analysis to promote discussion.

Committee members will review materials, listen to and compile public, agency and jurisdictional comments, and submit a report to the Oregon and Washington legislatures and transportation commission in January 2010.

Who are the committee members?

Gail Achterman, Chair, Oregon Transportation Commission

Ms. Achterman has served on the Oregon Transportation Commission since 2000 and became chair in December 2007. She is director of the Institute for Natural

Resources at Oregon State University. Before joining the Institute for Natural Resources, Ms. Achterman served as Executive Director of the Deschutes Resources Conservancy, a non-profit organization dedicated to watershed restoration. She practiced law for 18 years with Stoel Rives, LLP, and served as Governor Neil Goldschmidt's Assistant for Natural Resources. She serves on the board of the Oregon Wave Energy Trust and on the advisory board of the Klamath Basin Rangeland Trust. Ms. Achterman holds a master's degree in Natural Resources Policy and Management, along with a JD from the University of Michigan, and a bachelor of arts in Economics from Stanford University.

Matthew Garrett, Director, Oregon Department of Transportation

Mr. Garrett directs the Oregon Department of Transportation, an agency of about 4,600 people and a biennial budget of \$3.46 billion. He assumed the directorship in December 2005. He started with ODOT in 1997 and has worked as liaison to local government, agency's chief of staff and Region 1 manager. He has directed staff in the design, development and implementation of complex multi-modal transportation systems for the most densely populated geographic region in the state and represented the agency to elected and appointed officials at the local, regional, state and federal level, including tribal representatives. Mr. Garrett graduated from George Washington University with a degree in political science.

Paula Hammond, Secretary, Washington State Department of Transportation

Ms. Hammond manages the Washington State Department of Transportation, an agency of 7,200 employees that operates, maintains and builds the state highways and also runs the Washington State Ferry system, the nation's largest. The leadership focus at WSDOT is on public accountability, project delivery, open communications with the public, and the quest for efficiency in the use of transportation facilities and in the agency's own business practices. She reports to Governor Christine Gregoire. Ms. Hammond graduated from Oregon State University with a BS in Civil Engineering and is a Professional Engineer. In her 29 years with WSDOT, she has worked in all areas of the department's capital delivery, operations and policy programs.

Carol Moser, Chair, Washington Transportation Commission

Ms. Moser's background as a City Councilwoman brings a local government perspective to the Washington Transportation Commission. In addition to serving ten years on the Richland City Council, Ms. Moser was appointed to the Association of Washington Cities Board of Directors in 2002, and was a Board Member on the Municipal Research Services Center until accepting the appointment on the Commission. She served on the Regional Transportation Planning Organization for the Benton-Franklin-Walla Walla Policy Advisory Council, the Ben-Franklin Transit board, and served four years on the State's Freight Mobility Strategic Investment Board. Ms. Moser was appointed to the Commission in 2006.



COLUMBIA RIVER CROSSING PROJECT **REGIONAL MAP**

Metropolitan Area

- Metro Urban Growth Boundary
- Vancouver Urban Growth Area
- County Line

Miles

Toll Rate Schedules for the Preliminary Toll Scenarios

		No Tolls	Tolling I-5				
		Studied for comparison purposes Raises ~\$0	Scenario 1	Scenario 2		Scenario 3	Scenario 4
			DEIS Variable Toll: Toll structure from the Draft EIS Raises ~\$1.3 billion	Directional Variable Toll: Toll rates differ by travel direction Raises ~\$1.5 billion		2x DEIS Variable Toll: All tolls are twice the Draft EIS rates Raises ~\$2 billion	3x DEIS Variable Toll: All tolls are triple the Draft EIS rates Raises ~\$1.9 billion
			One-Way Tolls	One-Way Tolls		One-Way Tolls	One-Way Tolls
Time Period			Both Directions	Northbound	Southbound	Both Directions	Both Directions
2006 Dollars	Midnight to 5 AM		\$1.00	\$1.00	\$1.00	\$2.00	\$3.00
	5 AM to 6 AM		\$1.50	\$1.50	\$1.75	\$3.00	\$4.50
	6 AM to 10 AM		\$2.00	\$1.75	\$3.00	\$4.00	\$6.00
	10 AM to 3 PM		\$1.50	\$1.50	\$1.50	\$3.00	\$4.50
	3 PM to 7 PM		\$2.00	\$3.00	\$1.75	\$4.00	\$6.00
	7 PM to 8 PM		\$1.50	\$1.75	\$1.50	\$3.00	\$4.50
	8 PM to midnight		\$1.00	\$1.00	\$1.00	\$2.00	\$3.00
	2017 Dollars	Midnight to 5 AM		\$1.31	\$1.31	\$1.31	\$2.62
5 AM to 6 AM			\$1.97	\$1.97	\$2.30	\$3.94	\$5.90
6 AM to 10 AM			\$2.62	\$2.30	\$3.94	\$5.25	\$7.87
10 AM to 3 PM			\$1.97	\$1.97	\$1.97	\$3.94	\$5.90
3 PM to 7 PM			\$2.62	\$3.94	\$2.30	\$5.25	\$7.87
7 PM to 8 PM			\$1.97	\$2.30	\$1.97	\$3.94	\$5.90
8 PM to midnight			\$1.31	\$1.31	\$1.31	\$2.62	\$3.94

Notes

1. These are example tolling rates for planning and testing purposes. Actual toll rates will depend on a final finance plan and determined by the Oregon and Washington state transportation commissions with approval by the state legislatures.
2. Funding contribution assumes a 30-year bond.
3. No Toll scenario included for comparison purposes. Tolling is needed to fund the project.
4. Assumes medium trucks pay 2x and large trucks pay 4x the auto toll rate using a transponder; administrative fee would be added to process payments not involving a transponder.
5. Tolls escalated at 2.5% per year to match expected inflation.
6. Tolling during construction could be added to any scenario. Rates assumed to match Scenario 1, except there would be no toll from midnight to 5am. Tolling early could provide about \$350 million in additional funds for construction.

Toll Rate Schedules for the Preliminary Toll Scenarios

		No Tolls	Tolling I-5 and I-205			
		Studied for comparison purposes Raises ~\$0	Scenario 5		Scenario 6	
			DEIS Variable Toll on Both Bridges: Draft EIS tolls on both bridges Raises ~\$2.9 billion		2x DEIS Variable Toll on Both Bridges: Double the Draft EIS tolls on both bridges Raises ~\$6.1 billion	
			Roundtrip Tolls		Roundtrip Tolls	
Time Period			Northbound	Southbound	Northbound	Southbound
2006 Dollars	Midnight to 5 AM		No Toll Collected	\$2.00	No Toll Collected	\$4.00
	5 AM to 6 AM			\$3.00		\$6.00
	6 AM to 10 AM			\$4.00		\$8.00
	10 AM to 3 PM			\$3.00		\$6.00
	3 PM to 7 PM			\$4.00		\$8.00
	7 PM to 8 PM			\$3.00		\$6.00
	8 PM to midnight			\$2.00		\$4.00
	2017 Dollars	Midnight to 5 AM				No Toll Collected
5 AM to 6 AM			\$3.94	\$7.87		
6 AM to 10 AM			\$5.25	\$10.50		
10 AM to 3 PM			\$3.94	\$7.87		
3 PM to 7 PM			\$5.25	\$10.50		
7 PM to 8 PM			\$3.94	\$7.87		
8 PM to midnight			\$2.62	\$5.25		

Notes

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3. No Toll scenario included for comparison purposes. Tolling is needed to fund the project.
4. Tolls escalated at 2.5% per year to match expected inflation.
5. Tolling during construction could be added to any scenario. Rates assumed to match Scenario 1, except there would be no toll from midnight to 5am. Tolling early could provide about \$350 million in additional funds for construction.

Traffic Effects of Preliminary Toll Scenarios

Preliminary Scenarios	Average Daily Traffic Volumes			Diversion to I-205 compared to No Toll scenario	Average SB I-5 Duration of Congestion	Average NB I-5 Duration of Congestion	Total Average I-5 Duration of Congestion
	I-5 Bridge Total	I-205 Bridge Total	Total River Crossings				
No Toll Scenario	220,000	203,000	423,000	-	5.5 hrs	1.5 hrs	7.0 hrs
Scenario 1 - Base	182,000	216,000	398,000	13,000	3.5 hrs	1.0 hrs	4.5 hrs
Scenario 2 - Directional							
Scenario 3 - 2 x Base	137,000	229,000	366,000	26,000	2.0 hrs	0.5 hrs	2.5 hrs
Scenario 4 - 3 x Base	94,000	241,000	335,000	38,000	1.0 hrs	0.0 hrs	1.0 hrs
Scenario 5 - Base (both bridges)	198,000	176,000	374,000	-27,000	4.25 hrs	1.25 hrs	5.5 hrs
Scenario 6 - 2 x Base (both bridges)	181,000	156,000	337,000	-47,000	3.5 hrs	1.0 hrs	4.5 hrs

SB = southbound | NB = northbound

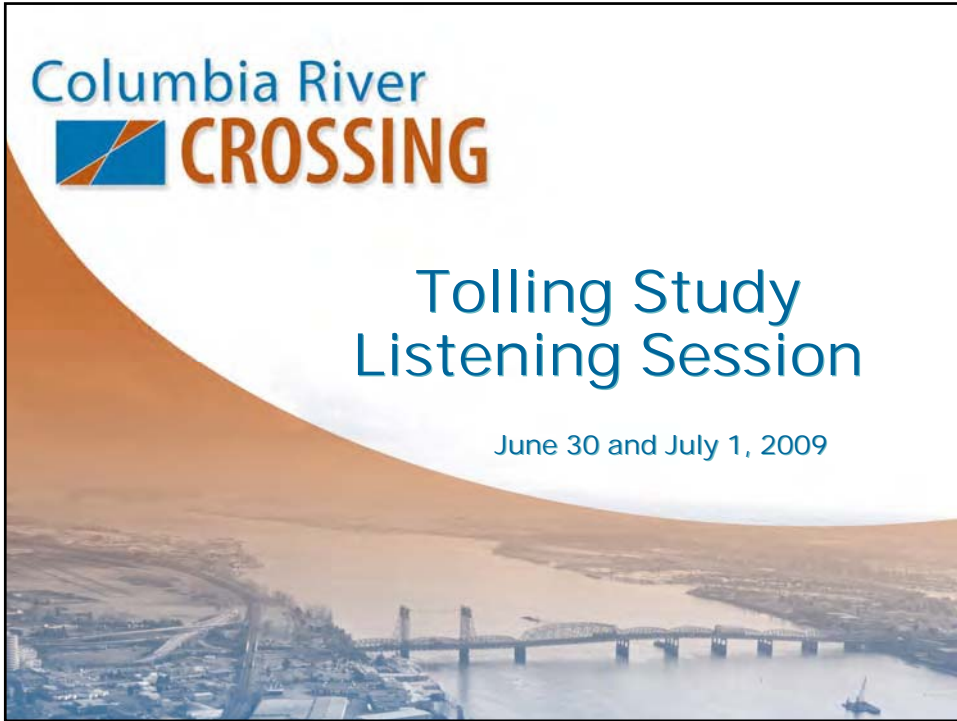
Notes

1. Year 2030 results shown
2. Average duration of daily congestion levels shown
3. All results are approximate.
4. The no toll scenario is included for comparison purposes. Tolling is needed to fund the project.

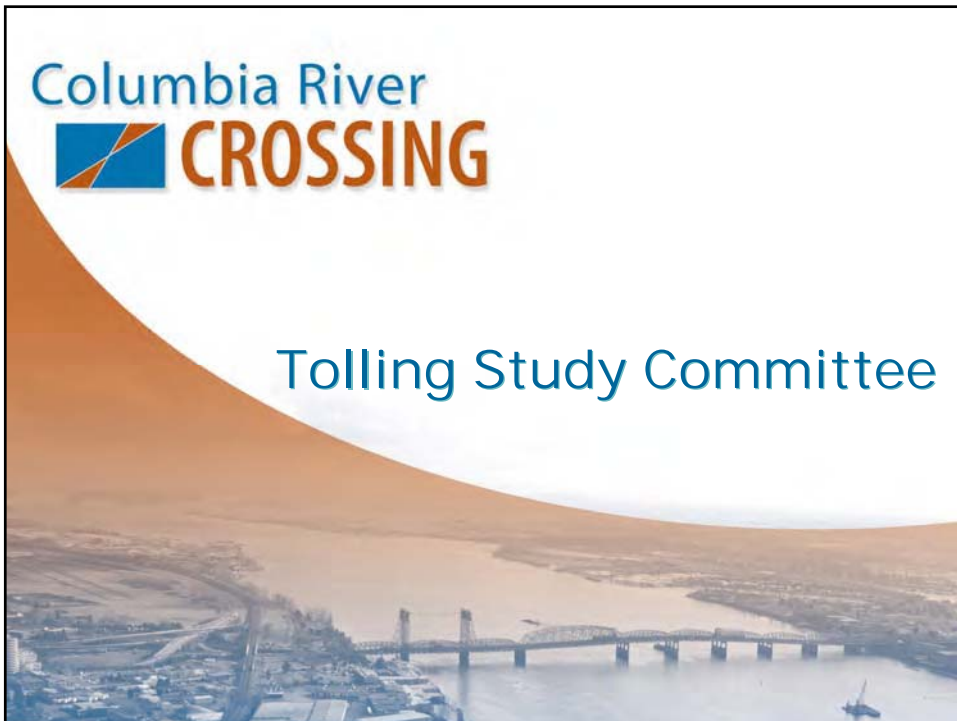


Tolling Study Listening Session

June 30 and July 1, 2009



Tolling Study Committee



Tolling Study Committee Members



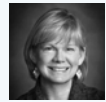
- Gail Achterman
 - Chair, Oregon Transportation Commission



- Matthew Garrett
 - Director, Oregon Department of Transportation



- Paula Hammond
 - Secretary, Washington State Department of Transportation



- Carol Moser
 - Chair, Washington Transportation Commission

Washington and Oregon Seek Public Input

- Purpose: Develop and provide detailed tolling information for public review and comment including:
 - Technology to maintain travel speed and trip reliability
 - Effects to I-5, I-205 and local streets
 - Funding levels raised with different scenarios

Report public comments and findings January 2010

Columbia River CROSSING

CRC: A comprehensive,
long-term solution



Regional input identifies I-5 problems

- I-5 Trade and Transportation Partnership in 2002 identified CRC as one of three critical projects for I-5
- 39-member Task Force met for three years to identify problems, develop evaluation criteria and select a preferred alternative:
 - I-5 between Portland and Vancouver has a high crash rate and 4-6 hours of congestion most days
 - Pedestrian, bicycle and transit connections are limited
 - Freight mobility is impaired
 - Design is outdated and vulnerable to earthquakes
 - Bridges built in 1917 and 1958
- Seven stakeholder advisory groups continue to advise CRC on project development

CRC addresses I-5 problems:

- Replacement I-5 bridge
- Light rail to Clark College
- Improvements to 7 closely spaced interchanges
- Wider pedestrian/bicycle path
- Electronic tolling

Preliminary cost estimate:

\$3.1 - \$4.2 billion



What We've Learned



Our work to date has been framed by two key assumptions:

1. Tolling will be an important source of funding, along with federal and state dollars, to pay for construction and maintenance.
2. Tolling will be implemented in a manner to help manage congestion, and improve speed and reliability for bridge users.

All-Electronic Tolling: Fast and convenient



- No toll booths – to keep traffic moving
 - No additional right-of-way needed to collect tolls.
- Electronic tolling costs less than cash collection.
- Regular users use a transponder linked to a pre-paid *Good to Go!* account.
- Transponders would work in Washington and Oregon.
- Those without transponders identified for payment by license plate.

Variable Tolling

- Tolls that vary by time of day according to a set schedule
- Toll rates would be lower during non-peak hours – some drivers to change travel patterns
- Electronic toll collection makes variable tolling practical



What We Studied...



How do tolling rates...

- Affect travel choices and traffic patterns?
 - People make different choices about their trip time, purpose, and mode
- Help pay for the project?
 - Toll revenue generation is related to traffic levels, toll rate, location and start date

Rates for I-5 weekday, one-way tolls



Rate schedule above is for Scenario 1

I-5 Toll Scenarios

	2006\$ Min/Max	2017\$ ** Min/Max
• Base toll	\$1 / \$2	\$1.31 / \$2.62
• Directional toll	\$1 / \$3	\$1.31 / \$3.94
• 2x base toll	\$2 / \$4	\$2.62 / \$5.25
• 3x base toll	\$3 / \$6	\$3.94 / \$7.87

All preliminary scenarios include variable tolls.
Tolls collected both northbound and southbound.

I-5 and I-205 toll scenarios

	2006\$ Min/Max	2017\$ Min/Max
5. Base toll on both bridges	\$2 / \$4	\$2.62/\$5.25
6. 2x base toll both bridges	\$4 / \$8	\$5.25/\$10.50

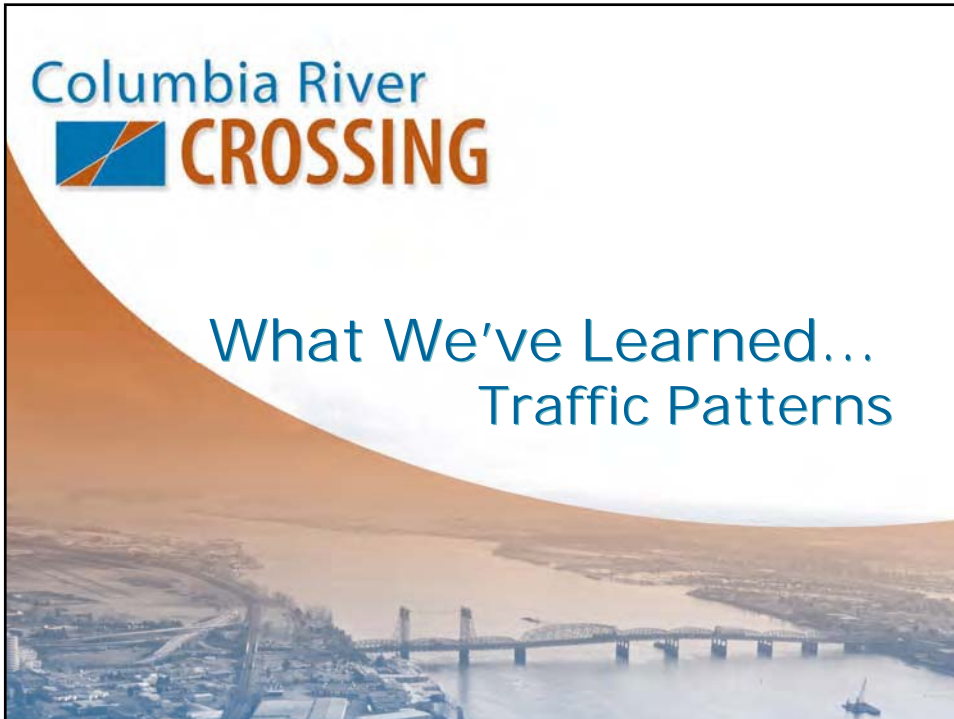
All preliminary scenarios include variable tolls.
Tolls collected southbound only.

Additional considerations

No toll scenario: Studied for comparison purposes

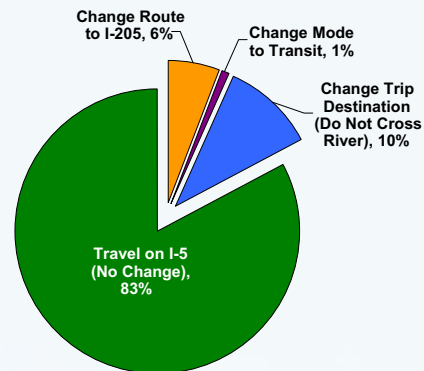
- Assumes new bridge; tolls not charged
- Cannot fund project without tolls
- Tolling during construction (beginning 2012):
 - Option could be added to any scenario to raise additional funds and manage congestion

What We've Learned... Traffic Patterns



What happens to travel patterns if I-5 is tolled?

- The majority of I-5 bridge trips stay on I-5
- Some people will choose to change their trip destination to avoid crossing the river
- Some people will choose to change their route to the I-205 bridge
- Some people will choose to use transit instead
- Some people may choose to carpool to share the toll cost
- Some may choose to change the time of their trip to pay a lower toll

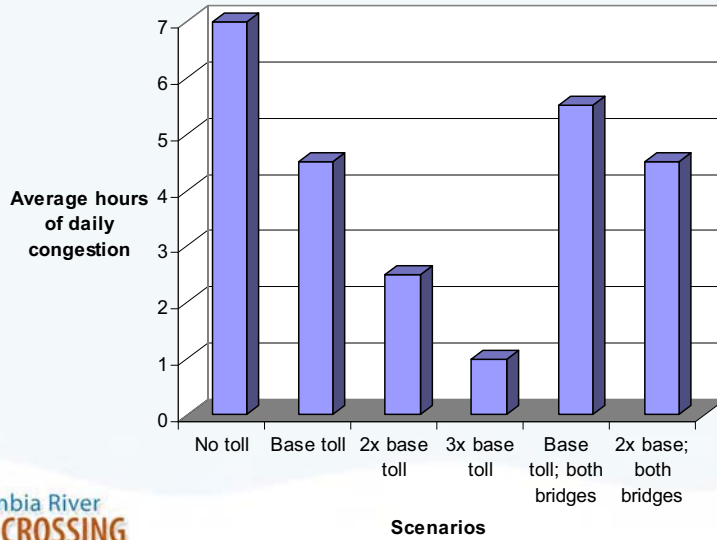


Travel patterns for tolls on I-5 (Scenario 1)

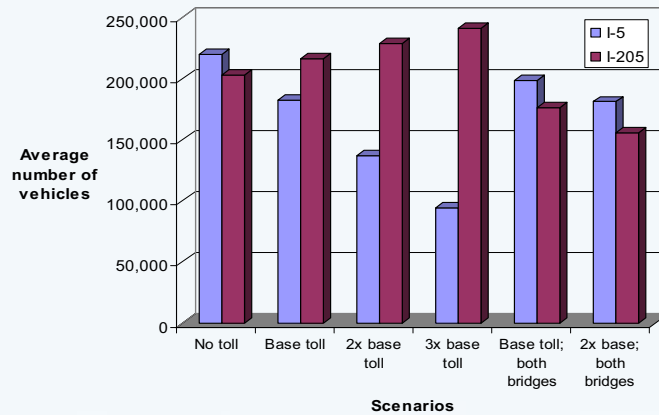
What happens to travel patterns if both I-5 and I-205 are tolled?

- Most trips remain on I-5 and I-205 bridges
- Some trips from I-205 will return to I-5
- Some will choose a different trip destination to avoid crossing the river
- Some people will choose to use transit instead
- Some people may choose to change the time of their trip to pay a lower toll
- Some people may choose to carpool to share the toll cost

What happens to I-5 congestion with variable tolls?

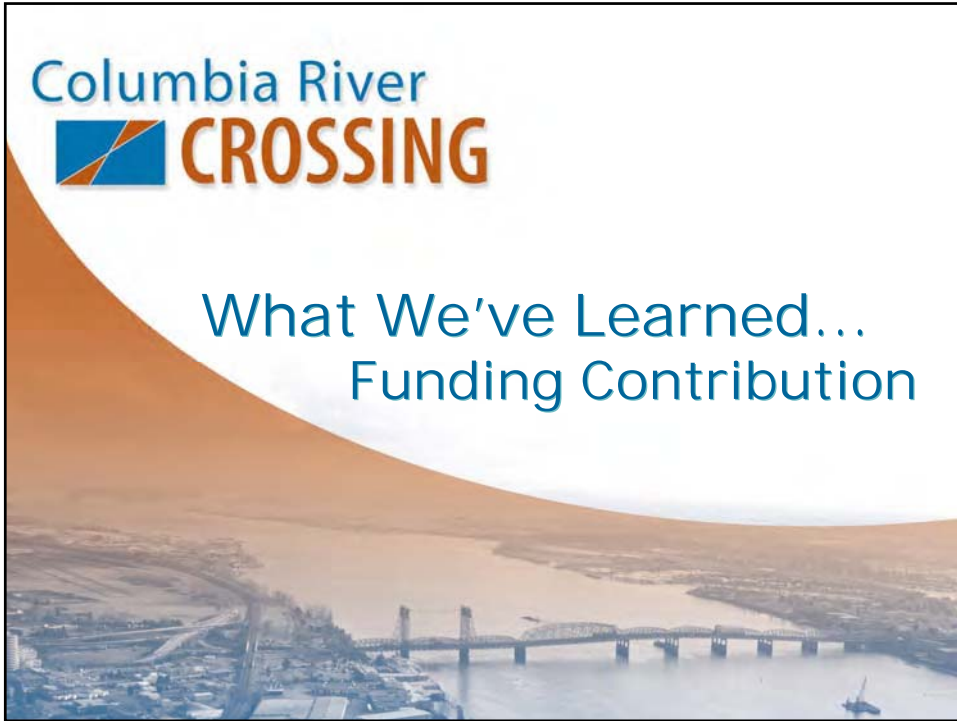


What happens to traffic volumes with tolls?

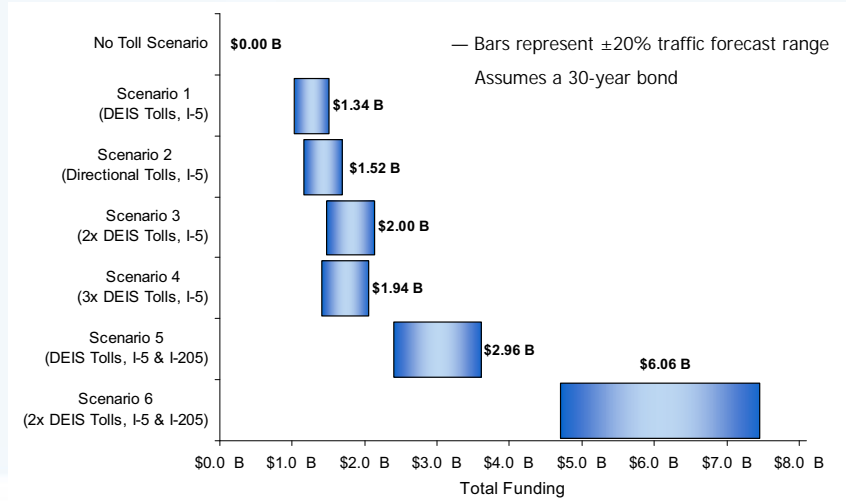


Columbia River CROSSING

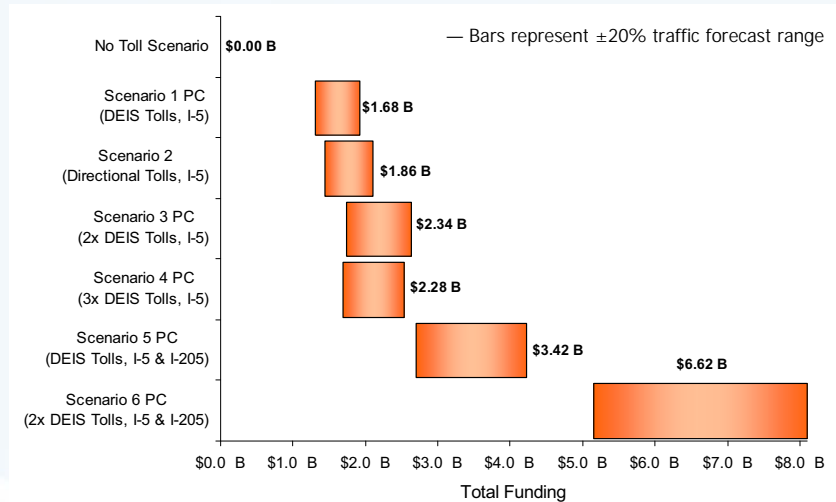
What We've Learned... Funding Contribution



Toll Funding Contribution Ranges — Tolling starts mid 2017



Toll Funding Contribution Ranges with Tolling During Construction — If I-5 Tolling starts mid 2012



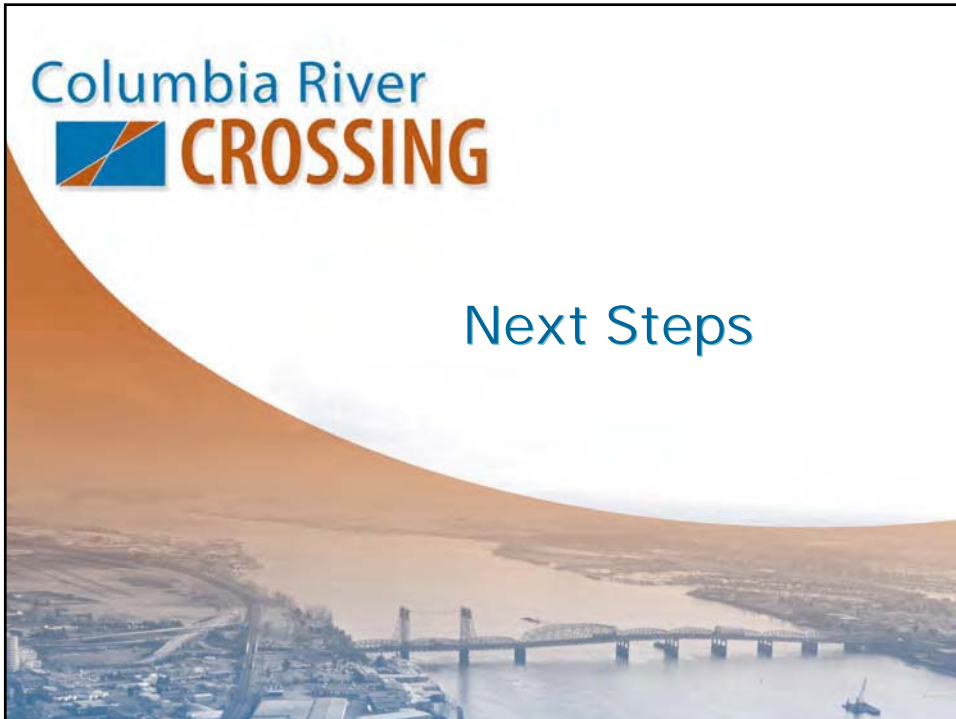
What we've learned so far....

- Electronic tolling is faster, less expensive, more convenient
- Variable tolling helps manage congestion, increasing reliability and speed for users
 - Higher tolls during peak times will help reduce congestion
 - Lower tolls during off-peak times will encourage some people to change travel
- Tolls needed to build the project
 - Tolling both bridges doubles the funding contribution of tolls
 - There is a tipping point beyond which higher tolls reduce revenue

Your input will help us...

- Understand different views of costs, benefits, and choices different tolling options present
- Learn about additional areas of interest or concern that need further study
- Consider how to best meet the needs of residents of Oregon and Washington, users of the bridge and adjacent communities

Next Steps



Tolling Study Schedule

- Today: Listening sessions
- Summer:
 - Revise scenarios
 - Web survey
 - Community conversations
- Fall:
 - Listening sessions and open houses with updated scenarios
- Winter:
 - Report due January 2010 to governors and legislatures

How to be heard or learn more

- Attend listening sessions, open houses
- Email comments
 - feedback@columbiarivercrossing.org
- Mail comments
 - 700 Washington Street, Suite 300, Vancouver WA 98660
- Sign up for project eUpdates and learn more
 - <http://tolling.columbiarivercrossing.org>
- Web survey
 - Begins summer 2009

Listening Session

Questions and Comments

FOR IMMEDIATE RELEASE
June 25, 2009

CONTACTS
KC Cooper, 360-816-8894
CRC Communications Manager

Carley Francis, 360-816-8869
CRC Public Information Officer

CRC listening sessions focus on tolling and traffic management

VANCOUVER, Wash. – The Columbia River Crossing Tolling Study Committee is hosting two listening sessions to provide information, answer questions and hear the public’s thoughts on tolling options.

A portion of the funding for the CRC project is projected to come from tolls, which will supplement funds from federal and state sources. The CRC project is also looking at tolling as a way to help manage traffic congestion and provide bridge users faster and more reliable trips. Several examples of what tolling might look like are being studied to understand the benefits, consequences and tradeoffs associated with various options. The Tolling Study Committee would like to hear the public’s thoughts about how preliminary scenarios would work for people who use the I-5 and I-205 bridges and those who live in nearby communities.

The study committee includes the directors of the Oregon and Washington transportation departments and the chairs of the two state’s transportation commissions. Representatives from the CRC Project Sponsors Council also will participate in the listening sessions.

Tolling listening sessions:

- Tuesday, June 30, 2009, Washington State Department of Transportation, SW Region, Room 102, 11018 NE 51st Circle, Vancouver, WA
- Wednesday, July 1, 2009, Jantzen Beach SuperCenter, Community Room, (across from the food court), 1405 N Jantzen Beach Center, Portland, OR

Both events begin at 6 p.m. and end at 8 p.m. A short presentation starts at 6:30 p.m.

The study committee will briefly present information on tolling technology, traffic effects and bridge funding and then ask for input from attendees. After reviewing public feedback on these initial scenarios, information will be updated and presented during outreach events this fall. Input from this process will be compiled and presented to the Oregon and Washington legislatures in January 2010 to help shape future policies regarding tolling.

About the project

CRC is a bi-state project to reduce congestion, enhance mobility and improve safety on I-5 between SR 500 in Vancouver and Columbia Boulevard in Portland. The project will replace the I-5 bridge, extend light rail to Vancouver, improve seven interchanges, and enhance the pedestrian and bicycle path between the two cities. The cost estimates for the project is \$3.1 to \$4.2 billion, a portion of which would be financed by tolls. More information may be found on the CRC project Web site: <http://www.columbiarivercrossing.org>.

More information: www.ColumbiaRiverCrossing.org

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MEETING: Columbia River Crossing (CRC) Tolling Study Committee
Listening Session

DATE: June 30, 2009, 6:00 pm – 8:00 pm

LOCATION: Washington State Department of Transportation (WSDOT)
11018 NE 51st Circle, Vancouver WA

CRC TOLLING STUDY COMMITTEE:

Matthew Garrett	Director, Oregon Department of Transportation
Paula Hammond	Secretary, Washington State Department of Transportation
Carol Moser	Chair, Washington State Transportation Commission
<i>Regrets: Gail Achterman Chair, Oregon Transportation Commission</i>	

ATTENDEES from CRC PROJECT SPONSORS COUNCIL:

Tim Leavitt	Chair, C-TRAN Board of Directors
Royce Pollard	Mayor, City of Vancouver
Steve Stuart	Chair, Southwest Washington Regional Transportation Council

Note: Meeting materials, including slide presentations, are available online at:
http://www.columbiarivercrossing.org/FileLibrary/OpenHouseBoards/ListeningSessions_JuneJuly2009.pdf

Presentation

Introductions

Secretary Paula Hammond welcomed the audience and explained that the purpose of the meeting is to gather public input on the concept of tolling as part of the CRC project’s financial plan. She introduced other members of the CRC Tolling Study Committee.

Chair Carol Moser represents the Washington State Transportation Commission, which has toll setting authority for the state. She acknowledged attendees Phillip Parker and Ed Barnes, former Commission members.

Director Matthew Garrett emphasized the importance of public involvement in this process. He said the project has grown from a decade-long process and looks forward to constructive public input at this meeting. He said comments will help inform the CRC Project Sponsors Council and will result in a better project.

Secretary Hammond introduced members of the CRC Project Sponsors Council attending the meeting, listed above.

Presentation on project background and tolling

David Hopkins, WSDOT tolling division, gave a slide presentation focused on what the project has learned about tolling, what tolling scenarios CRC has studied, and what CRC has learned about how tolling would affect traffic patterns and revenue generation.

The project’s work has been framed by two key assumptions: First, that tolling will be an important source of funding, along with federal and state dollars, to pay for construction and maintenance. Second, that tolling will be implemented in a manner to help manage traffic congestion and improve speed and reliability for bridge users.

Hopkins discussed electronic and variable tolling. He described how tolling rates affect travel choices and traffic patterns, as well as how various tolling scenarios could generate revenue to pay for the project.

In sum, the project has learned that electronic tolling is faster, less expensive and more convenient than conventional tolling. Variable tolling helps to manage congestion, increasing speed and reliability for users. Lastly, tolls are needed to build the project.

Hopkins described the next steps in the Committee's work and how the public can learn more and share comments.

Public comments and listening session

Note: Public comments below are not verbatim and are paraphrased for clarity and brevity. Commenters' names are not included, as many of them did not provide this information when speaking. Some people provided more than one comment.

- If you based your toll on people's income, Bill Gates would pay several thousand dollars to cross the bridge. You're penalizing the poor. Why haven't you considered adjusting the toll rate to make it fair for everyone based on individual incomes? You're going to cut out the poor from using the highway.
- How do you justify a \$1 billion light rail project with the low numbers of people projected to use it each day?
- No agency is requiring that light rail be part of this project. We're talking about spending \$1 billion on the supposition that the transit ridership will increase and that Vancouver will densify like downtown Portland's Pearl District. This will create Portland-style tax breaks in Vancouver for developments. Light rail is not about transportation; it's about development. If you want to get rid of tolls, you just have to build a project that solves the problem. None of the interchanges are critical; what's critical is building more lanes across the river. You could save the existing bridge and build a new bridge for only half a billion dollars. That would require only \$250 million in a local funding match, which is very doable. Then no one would have to pay a special fee to get to work. I'm appalled that anyone even has the nerve to mention the possibility of a \$7 toll.
- The amount of tolls you're considering is being defined by the way you've defined the project, which is a grandiose project without an honest evaluation of the impact on business. If you increase the toll from 6am-10am, all you're doing is making people wake up earlier or pay more. So you're making them pay more, either in money or in time.
- Since we've all been paying gas taxes for decades and I-5 is the number one thoroughfare in both states, I'd like each of you to tell us what our gas tax money has been used for.
- I'm against tolling in general, but I'm a realist and realize it may be necessary. I have several points: 1. It must provide equity and balance. Toll payers should include bicyclists and transit passengers. 2. Tolls must not be used for social engineering purposes. There should not be cross subsidies. Bicyclists must pay their own way, including all the local match dollars for the bike infrastructure. Transit riders also must pay more to cover the cost of their portion. 3. No tolling currently exists on the entire length of I-5. 4. Since there are only two crossings, I-205 must not be tolled. 5. The majority of working class people cannot choose the time they go to work. This will only hurt small business and the local economy. Any concept of congestion pricing must be removed. 6. Equity requires that a motorist and commuting advisory group be created to advise the project. In sum, tolling must remain minimal and not be a form of social engineering.
- I probably cross the bridge once a month, so I don't care, but I think of my children. I loan my son my car and he's not going to pay and so I'll get the bill in the mail at home, which will waste your money to send stamps. I hate light rail because I don't want to pay for it and I don't think enough people will ride it. The people who commute to Portland will be paying most of this, which seems inequitable. If I were going to cross the river every day, you should give me a bus pass or a toll pass so it isn't inequitable to families.
- I grew up in the 1960s and so I'm familiar with tolling. I'm a small business owner and I can't choose when I go to Portland. As much as I hate that bridge, I'll live with it. I'm sure I'm not the only business in Vancouver that has this problem. If you toll the bridge, it's going to make the river even more of a barrier. I'm also a former Oregonian.

- I'm not clear on the tolling numbers you're forecasting. Nothing in your paperwork I've seen has a breakdown of costs. Also, if you're going to toll one bridge, you might as well toll the other. If you toll, \$1 should be the maximum amount per trip. I've been on the East Coast and other places, and most tolls are not more than \$1. That's an amount more easily factored in. Also, you have property on Jantzen Beach that could be the future site of a casino and they could help pay for the bridge.
- I'm less concerned with tolling than with the underlying purpose of the project. I have information on a study of central Portland's freeway loop, which will continue to deteriorate as travel demand increases. I've heard some groups that support tolling in perpetuity. What projects would that pay for? It's important that the Project Sponsors Council adopt this study into their discussions, because you can't have a discussion of I-5 without knowing about the state of the central Portland freeway loop. I'd like to give copies of this report to the Washington members tonight. It's a central element and any discussion of tolling should consider what tolling would conceivably pay for.
- This generation has imposed greater burdens on future generations than any other. Build a project that is going to get the job done, start tolling both bridges now. The sooner we do it, the lower the toll will be in the long run.
- Have you considered bus passes, like getting a lump sum each year? Have you considered a cut rate for seniors? And what if you have two cars?
- Our generation is failing our children. Children will be paying this debt for years to come. Tolling has huge administration costs. If we toll at \$2, we're looking at \$1,300/year for each family. We are penalizing our working people. Clark County has the largest foreclosure rate in the state. Tolling would make it even worse. If it goes to triple tolling, it would be \$4,000/year. Do you elected officials really want to do that to the people who elected you?
- David Hopkins told me that about 25 percent of the tolls would go toward administrative costs. He said the range is 15-35 percent. Fifteen percent creates a very lucrative business for some company and we are being taken.
- This is a burden on future generations. Mass transit is much more expensive way to move people than with private cars, which cost only about \$0.25 per passenger mile. In Portland, it costs \$1.11 to cost each person one mile. It's an 80 percent public subsidy. The private car pays its own way. The C-TRAN bus system costs about \$0.95 per passenger mile. There's no sane financial reason to get people out of their cars. Some people say it's to save energy. The average car uses less energy than a bus. See the Transportation Energy Data Book, by the Oakridge National Lab. If you look at an efficient car, it needs only 2500 BTUs to move each passenger each mile. Obama's new mandate will lower these numbers even further. Mass transit is slower, more expensive, and doesn't save energy.
- This is all a farce. We need more bridges, including a third bridge. One of you said there isn't money available; that's nonsense. The money is there; we just choose not to use it for humans, we give it to Halliburton. Also, if you have money, you'll have to pay me interest for it. Also, what are you going to do when the ACLU says you can't photograph people? Secretary Hammond said the only way the data is made available is via court order. Also, you're going to push all these people from one place to another. You're going to force the poorest people with the most polluting automobiles to drive farther to take I-205 and avoid the I-5 toll.
- You want to toll both bridges forever, at a higher rate when everyone needs it to go to work. You should look in the mirror and be ashamed of yourselves. Don't forget that the federal government is also spending too much money.
- I know it's not an easy thing to come here and face our comments. This is supposedly a forum where you're receiving input. I sincerely appreciate your presence tonight.
- You said the gas tax has not been raised in years. The bicyclists and transit riders have not been taxed and don't pay their full share. We need more balance in our taxes. The departments of transportation should go after more funding from bicyclists and transit riders instead of asking the motorists to subsidize them.

Conclusion

Director Garrett said he understands the passion heard tonight and appreciates the comments. He summarized several comment themes that struck him, including social and financial equity. Regarding multiple comments about light rail, he said Oregon has made policy decisions and investments already in light rail as a tool to offer travel options. On the size of the project, he said CRC is having discussions about whether the project has been sized appropriately and is looking at performance measures. Regarding impacts to business, the project has taken these into consideration. The backbone of the economy is small business, so impacts to them are important. He suggested that there are values that small businesses may yield from this project. He said tolling both bridges was also a common topic, too. He thanked all the commenters for participating.

Chair Moser discussed her experience bringing the Tacoma Narrows Bridge into being a couple of years ago. The Commission conducted a public outreach process, particularly with the Gig Harbor community, some of whom felt singled out. Most of the people in that region using the bridge now are very happy with it, she said, especially the interchanges, since before they were spending 45-60 minutes sitting in traffic. She said tolling bridges is not a new idea. The Commission, which sets tolls, will go through this process when they decide what the toll price would be. She addressed a comment suggesting that if I-5 is the most heavily used in the state, why hasn't money been set aside already to help pay for it? The Commission doesn't make decisions anymore on what facilities will be built; it's up to the state legislators. But she has seen a number of projects in the Ridgefield and Battle Ground areas.

Mayor Pollard said there are still a number of questions we have to grapple with, which is what we're doing through these sessions and the ongoing technical work.

Councilmember Leavitt said an improved I-5 crossing is essential, but we need a project that is affordable. Unfortunately, Clark County has yet to develop the job base to keep commuters on the Washington side of the river. He said he doesn't want to saddle future generations with excessive debt. He is looking forward to more public input on tolling.

Secretary Hammond told the audience she didn't hear many suggestions for different tolling scenarios for staff to look at, but if people have suggestions for a specific scenario, please let the project know. She thanked all for attending and adjourned the meeting.

MEETING: Columbia River Crossing (CRC) Tolling Study Committee
Listening Session

DATE: July 1, 2009, 6:00 pm – 8:00 pm

LOCATION: Jantzen Beach SuperCenter, Community Room
1405 Jantzen Beach Center, Portland OR

CRC TOLLING STUDY COMMITTEE:

Gail Achterman	Chair, Oregon Transportation Commission
Matthew Garrett	Director, Oregon Department of Transportation
Paula Hammond	Secretary, Washington State Department of Transportation
Carol Moser	Chair, Washington State Transportation Commission

ATTENDEES from CRC PROJECT SPONSORS COUNCIL:

David Bragdon	President, Metro Council
Hal Dengerink	Co-chair, CRC Project Sponsors Council
Henry Hewitt	Co-chair, CRC Project Sponsors Council
Royce Pollard	Mayor, City of Vancouver
Steve Stuart	Chair, Southwest Washington Regional Transportation Council

Note: Meeting materials, including slide presentations, are available online at:
http://www.columbiarivercrossing.org/FileLibrary/OpenHouseBoards/ListeningSessions_JuneJuly2009.pdf

The following is a summary of the second of two public meetings held to gather input on the topic of tolling the CRC project. The first meeting was held on June 30, 2009 in Vancouver, Washington.

Presentation

Introductions

Director Matthew Garrett welcomed the audience and explained the purpose of the meeting, which is to gather public input on the concept of tolling as part of the CRC project's financial plan. He introduced other members of the CRC Tolling Study Committee, listed above.

Director Garrett welcomed staff representing elected officials, including Theresa Wagner from Senator Patty Murray's office, Brian Willoughby from Senator Maria Cantwell's office, Schuyler Hoss from Governor Gregoire's office, and Tiffany Ryder from Oregon Rep. Tina Kotek's office

Secretary Paula Hammond said the project's goal is to have an efficient and cost-effective structure and will seek as much federal funding as possible. This will be done in partnership between the two states. Tolling is a necessary source to fund the project.

Presentation on project background and tolling

David Hopkins, government affairs and communications staff with the WSDOT tolling division, gave a slide presentation, described in the summary of the Committee's June 30 meeting and also available on the CRC Web site.

Public comments and listening session

Note: Public comments below are not verbatim and are paraphrased for clarity and brevity. Commenters' names are not included, as many of them did not provide this information when speaking.

- Director of Cascade Policy Institute: I support a new bridge, electronic tolling, and variable pricing, but this strategy is dysfunctional and more expensive than it needs to be. First, you need 10-15 price points to ensure you have free flow conditions 24/7, because what you need to sell is speed and reliability. SR 91 in California has 14 different price points and the average speed is over 60 mph. You need single trip prices very specific to time of day. Second, when you use pricing, you increase lane throughput, so if you have proper pricing, you only need eight or 10 lanes. Congestion pricing provides free infrastructure for express bus service, so then you don't need light rail. With the proper pricing for the right reason, this project should probably be about eight lanes and only about \$1 billion.
- Vancouver taxpayer, commuter, business owner: I'm looking at your two key assumptions. I don't think they're valid assumptions for a \$4 billion bridge. They seem misleading. Can you tell us about an alternative design that is lower cost and doesn't include light rail? Oregon and Washington are insolvent and we can't afford a Cadillac bridge. We only have two problems: freight and commuting. Light rail should not be part of the solution.
- Your staff has said tolls could go as high as \$7.20 during peak use. This is highway robbery. Employees would need a \$4,000 raise per year to afford this. Peak use means that those employees who have the audacity to work at 8:00 am will be penalized the most, as if they aren't already being punished by Oregon state income taxes. How can you place this burden on ordinary people? It's unconscionable. This is about developers and the consulting firms getting millions of dollars. Shame on us for allowing CRC to sell out hard working people to consultants and developers.
- This is just another meeting where people against light rail will rant and rave. I'm not really for the way you're going to toll this bridge, but it is faster to take light rail than a bus. I know this because I travel five days a week to work by light rail. I'm concerned about people like me who can't afford a car. Some of us who make \$12/hour make only a couple of hundred dollars per week. I'm just concerned the tolling hasn't been fully thought through. We also need light rail. A lot more people fit on a light rail train than on a bus. Last week, when we had the suicidal person trying to jump off the bridge, workers couldn't get home. Buses get stuck in traffic like everyone else.
- The information about electronic tolling defused my anger. I read *The Oregonian* and what you're doing is a lot more intelligent than what is reported. I'm impressed with the handouts and that this much thought has gone into it. I'm pleased the bottom line hasn't already been decided and we're not just jumping through hoops. I hope you don't make up your minds before public input is given.
- Hayden Island resident: I hope visitors from out of state can be given a free pass once every few months. It's not a 12-lane bridge; it's three functioning lanes in each direction. And for those against light rail, I hope you never have to get a scooter on a bus; it just doesn't work.
- Vancouver resident: If the project isn't financially feasible without tolls, then in my view it's not financially feasible. Your focus seems to be on making as much money as possible under these scenarios. I'd like you to study the effect on Washingtonians' pocket books. Your literature has a lot of language about "regional" and "partners", but we know it's unfair for Washingtonians to pay income tax in Oregon and not get services for it. This is your problem in the context of paying for this project. What can we do to mitigate this? Lastly, as far as light rail, bring it on.
- Representative from Oregon Tourism Commission and Travel Oregon: Are these models considering the compliance and enforcement issue? If out of state visitors get a bill in the mail, what is the mechanism for getting them to pay? Are we discouraging them from visiting our states? Also, tolls will affect the visitor experience. Tourism is a huge economic driver for our region.
- Vancouver resident: I've lived here over 80 years. I-205 is part of our beltway and we only have half a beltway. It takes a lot of money to build a new corridor and we're darn thankful we have I-205. This map I have shows where the Mount Hood freeway was supposed to travel through Portland. Land had been bought for it, then it got thrown away. There was once a proposal for an I-605 from Battle Ground going south across Sauvie Island and then to Washington County. It doesn't take much to figure out that with three bridges we'd have only 100,000 vehicles on each bridge. Forget about light rail and focus on cars and trucks.

- Resident of Hayden Island: I'm not really for the toll bridge. Paying \$6 each way is ridiculous. I'm not against it if it's a low rate or no more than you pay on buses and light rail.
- This is a comment for Chair Moser and Director Garrett: I heard that U.S. Transportation Secretary Ray LaHood is in town. Did you get a chance to catch his ear? Also, Mayor Pollard, will we have a vote on light rail coming to Vancouver? So who's forcing light rail on us? Who made the decision?
- I'm speaking for myself and five other people who couldn't be here tonight. This bridge is being built with our taxpayer dollars, and then you want to charge us to pay for it. This would stifle citizens' liberty; this is highway piracy. It will burden truckers, commuters, and others. Tolling is another tax and we've had enough of it.
- Vancouver resident: I've worked many years for a large construction company and have worked in many areas where interstate highways have been built. I've spent a lot of time in the Quad Cities of Iowa with four bridges and no tolls. Do we still have a federal interstate highway system? If so, there should be no tolls from Canada to Mexico. I'm not a commuter, but I'd be concerned paying two \$4 tolls just to get into that traffic mess in Portland. The Long Island freeway in New York has eight lanes and it's a parking lot with traffic stopped. I've seen similar traffic jams in Portland. That should be taken care of first.
- Who is from Oregon and who is from Washington in this room? Okay, I'm a bit outnumbered by Washingtonians. Who is responsible for congestion on this bridge? I would like those who are most responsible for the congestion to pay for it. I live on the outer east side of Portland near I-205. As a Portlander, I want to see the people living in Oregon and working in Washington pay for reducing congestion. I ride light rail. If I had to choose between light rail and no tolls, I would choose no tolls every time. I've traveled in Chicago and there are toll roads everywhere. In our region, we don't have other options, I would have to drive to Astoria to avoid a toll. This offends me. If we're not funding our transportation system enough through existing mechanisms, we need to increase that. When you talk about tolling my interstate highways, I feel like I've lost my freedom.
- Clark County resident: I haven't heard anything about when tolls would be finished. I'm against the idea of tolls forever.
- I'm going to retire in seven or eight years and don't want to pay a toll.
- Vancouver resident: When are they going to get rid of the statutory requirement in Multnomah County that limits highways to three lanes? I heard this on public radio. I think widening the rest of I-5 all the way down to Woodburn to six lanes in each direction would do a lot to ease Portland's congestion problems.
- You talked about the 39-member CRC Task Force. The Vancouver Working Group was selected by CRC. Seven of them are Identity Clark County sponsors and two are developers. I have a feeling that most members of your Task Force were already supporters of light rail and the CRC project. There are fiscal conservatives like me and Sierra Club members who are united in their opposition to this project. There's no consensus on this project from the very far left to the very far right.
- The point is we need a third bridge across the Columbia River. If we hadn't built I-205, think of what it would be like. When I visited Atlanta, they had interstates going north and south and a beltway. They have something like 17 lanes there. Eventually, that's going to come our way. The City of Portland has many bridges across the Willamette; what if they only had one? We need to look at alternatives.
- I've lived on Hayden Island for 31 years and have seen traffic congestion grow. This idea of the six lanes each way is a great idea. I'm also in favor of light rail; I've ridden it a lot and it's wonderful. We need light rail to Vancouver because there are so many elderly people on this island who don't drive and the buses are hard for them to get off and on. Light rail is easy to get handicapped people on. I enjoy going to Vancouver but our population on the island is growing. If we had light rail, it would reduce congestion of the cars.
- I lived in Atlanta from the mid-1960s to the end of the 1990s. The area talked about is known as Spaghetti Junction and the traffic is still horrendous. It was not a solution. You should look at other cities for ideas.

- The breaking point is at Swan Island, no matter where you put the people. I think we're missing the boat. If we had an I-605 we would let people get through Portland and avoid Highway 26 west of Portland. From Swan Island on, it's bad, including the Terwiliger curves, very dangerous.
- The backup of traffic at the Rose Quarter is caused by traffic north near Marine Drive. You see the effects in downtown Portland. Why couldn't that traffic take another route besides I-5?
- Similar tolling in Australia has been a failure. It just creates a bloated government agency. So we'll be watching you.

Conclusion

Director Garrett said staff will summarize these public comments and will embed them into the tolling scenarios. Another listening session will be held in the fall.

Secretary Hammond said we know we have more work to do on the scenarios. We're going to look at how to reduce the cost of the project and still have a safer, more efficient highway. I-205 was built when the federal government provided 90 percent of federal funds for highway construction. A key question, she said, is how to keep up with population growth and create a livable community for the region.

Chair Achterman said the notion of more price points in order to use more refined pricing to increase speed and reliability is something we need to take a look at to see how it affects the size of the facility. The question of whether public transit should be tolled has to be asked and answered. She said she appreciated comments from the tourism representatives, since the project wants to make it predictable and easy for out of state visitors. She said she is interested in the interplay between that the Oregon state income tax burden on Washington commuters and how it interacts with the tolls, especially as it comes to social equity for middle and lower income people. Some of commenters said they would feel better about the toll if the transit fare is similar to the toll rate. Lastly, she said she is intrigued by what to do about rental cars that cross the river.

Chair Moser said we have to remember that a primary purpose of tolling is to pay for the facility. Tolling bridges is not a new concept. We need new bridges because we're exceeding the capacity available today. She said she is from the Tri-Cities in eastern Washington and had a chance to ride the C-TRAN express bus today from Portland to Vancouver. The Commission will look closely at transit in this model. On the Tacoma Narrows Bridge, transit riders are currently being charged for the toll. This and other questions will be wrestled with at the Commission level.

Comments from CRC Project Sponsors Council members

Council President Bragdon said he doesn't enjoy paying his phone, electric, and other bills, but these are fees for a necessary utility. Tolling is not only the fiscal reality but provides some benefit by reducing congestion. We're going to have to pay for this if we want it, either via registration fees, gas taxes, or tolls. He said he heard a comment that maybe this project is at a scale and price we can't afford. But to get something new that is needed, it's going to cost something. It's a matter of figuring out how to pay for it equitably, he said.

Co-chairs Hal Dengerink and Henry Hewitt thanked everyone for coming and providing comments.

Mayor Pollard said he was intrigued by the idea of a significant number of price points and wants to know more. Tolls in Clark County are a significant concern. Most of it stems from a lack of recognition of Clark County workers' contribution to the economic engine of Oregon. It might be worthwhile for the legislature to consider a certain percentage, he said. Or maybe employers should consider paying a portion of tolls for the commuters who have been driving in this traffic these many years.

Commissioner Stuart said he appreciates all the public commenters sharing their thoughts.

Director Garrett thanked everyone and adjourned the meeting.

Between SR 500 in Vancouver and Columbia Boulevard in Portland, I-5 suffers from congestion, limited transit options, and a high collision rate. CRC is a long-term, comprehensive solution to these problems. The project will replace the aging I-5 bridge, extend light rail to Vancouver, improve seven interchanges, and enhance the pedestrian and bicycle path between the two cities. The cost estimate for the project is \$3.1 to \$4.2 billion, which would be financed by tolls in combination with state and federal funding.

Please take 5 minutes and answer the following questions to help inform policy-makers. Your answers are anonymous and will be compiled with other responses and presented to the CRC Tolling Study Committee for development of a report to the Washington and Oregon legislatures.

1. How often do you travel across the I-5 Columbia River bridge, either by personal vehicle, freight or service vehicle, transit, biking or walking? (choose one)

- Daily
- A couple of times a week
- A couple of times a month
- A couple of times a year
- Never

2. How often do you travel across the I-205 bridge, either by personal vehicle, freight or service vehicle, transit, biking or walking? (choose one)

- Daily
- A couple of times a week
- A couple of times a month
- A couple of times a year
- Never

3. Thinking about all the trips you take across the I-5 Columbia River bridge, which of the following is your primary mode of travel? (choose one)

- Use the bus
- Bicycle or walk
- Carpool with household members
- Vanpool
- Drive alone in a personal vehicle
- Driving freight or service truck
- Carpool with non-household members
- Other _____

4. Generally, for what purpose do you use the I-5 Columbia River bridge? (choose one)

- Travel to or from school
- Deliver freight, goods or services
- Recreational activities
- Visit family or friends
- Medical appointments
- Travel to or from work
- Errands/shopping
- Non-commute work-related travel
- Other _____

5. Tolls on the I-5 Columbia River bridge along with state and federal funding, will be used to help replace the existing bridge, improve the highway, and operate and maintain it into the future. Which of the following do you think tolls on the I-5 Columbia River bridge should be used for? (choose all that apply)

- Increasing transit use
- Providing incentives to carpool or vanpool
- Replacing the bridge and improving the highway
- Other _____

6. Current technology allows tolls to be collected electronically as vehicles travel across the bridge at regular highway speeds. There will not be toll booths. Knowing this, does this make you more or less likely to support tolling of the I-5 Columbia River bridge? (choose one)

- Much less likely
- Somewhat less likely
- No difference
- Somewhat more likely
- Much more likely

7. Toll rates may vary by time of day – higher during peak weekday commute times, lower during other times of the day. This is known as variable rate tolling. Variable rate tolling helps reduce congestion by shifting trips from the most congested commuting hours to other times of the day improving the commute for everyone. Knowing this, how much would you support variable rate tolling? (choose one)

- No support at all
- Low support
- Medium support
- Strong support

8. Would variable rate tolling be more appealing to you if you knew that the toll rate during non-commute times would be less than the toll rate during the peak commute times? (choose one)

- No
- Yes

9. Would variable rate tolling be more appealing to you if you knew that the toll on the weekend would be lower compared to weekday tolls? (choose one)

- No
- Yes

10. If a variable toll is charged to use the I-5 Columbia River bridge, what is the one thing you are most likely to do? (choose one)

- Carpool/vanpool to share the cost
- Change travel time to a period when the toll amount is lower
- Take transit to avoid the toll
- Change destination to avoid the toll even if it takes longer
- Forego the trip altogether to avoid the toll
- Combine trips for fewer bridge crossings
- Travel during the peak hours and pay a higher toll for a more predictable trip
- Take a toll-free route
- Other _____

11. If you knew that tolling the existing I-5 Columbia River bridge before the new bridge opened could result in lower tolls and financing costs for the project, would you support? (choose one)

- Tolling when the new bridge is completed
- Tolling the existing bridge starting in 2012

12. Tolling both the I-5 and I-205 bridges over the Columbia River, instead of tolling just the I-5 Columbia River bridge, could result in lower toll rates, more traffic improvements, and less traffic congestion on both the I-5 and I-205 highways. Knowing this, how supportive of tolling both the I-5 and I-205 bridges are you? (choose one)

- No at all supportive
- Not very supportive
- Somewhat supportive
- Very supportive

13. What is your gender?

- Male Female

14. How old are you?

- 16 - 24 years old 45 - 54 years old
 25 - 34 years old 55 - 64 years old
 35 - 44 years old 65 years old or older

15. What is your home zip code?

16. Finally, is there anything you would like to add to help inform the Tolling Study Committee?

Please give this form to a staff person or send it to the project office in a stamped envelope.


Columbia River Crossing, 700 Washington Street, Suite 300, Vancouver, WA 98660


Fax:

360-737-0294

This survey is also available online:

<http://survey.columbiarivercrossing.org>

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Community Outreach Presentations

NEIGHBORHOOD & COMMUNITY PRESENTATIONS (attendance indicated in parentheses)	DATE
Columbia River Crossing Open House: Portland (61)	June 23
Columbia River Crossing Open House: Vancouver (54)	June 24
Columbia River Crossing Tolling Listening Sessions: Vancouver (32)	June 30
Columbia River Crossing Tolling Listening Sessions: Portland (41)	July 1
East Columbia Neighborhood Association Barbeque (15)	August 1
Rose Village Neighborhood Association (9)	August 11
Arnada Neighborhood Association (31)	August 13
Clark County Bicycle Advisory Committee (16)	August 18
Community Choices (10)	August 20
Vancouver-Clark Parks and Recreation Advisory Commission (9)	August 21
Bike Me! Vancouver (30)	August 26
Shumway Neighborhood Association (40)	September 3
Hayden Island Manufactured Home Owners and Renters Association (15)	September 3
Vancouver Housing Authority, Resident Advisory Board (9)	September 8
Arnada Neighborhood Association (35)	September 10
Hayden Island Neighborhood Network (15)	September 10
Bridgeton Neighborhood Association (16)	September 14
Neighborhood Traffic Safety Alliance (23)	September 15
League of United Latin American Citizens (7)	September 16
Rose Village Neighborhood Association (14)	September 22
Esther Short Neighborhood Association (40)	September 23
Northeast Coalition of Neighborhoods (12)	September 23
Columbia River Crossing Tolling Listening Session	October 1
Shumway Neighborhood Association (15)	October 1
Hayden Island Neighborhood Network (14)	October 8
Neighborhood Associations Council of Clark County (10)	October 12
Ellsworth Springs Neighborhood Association (6)	October 13
Sunnyside United Neighbors Community Planning Organization (15)	October 13
Northwest Neighborhood Association (26)	October 15
Hough Neighborhood Association (20)	October 20
Northwest Association of Environmental Professionals (15)	October 28

Fruit Valley Neighborhood Association (27)	November 5
Bridgeton Neighborhood Association (15)	November 9
East Columbia Neighborhood Association	November 10
Northfield Neighborhood Association (9)	November 19





Freight and Business Outreach Presentations

FREIGHT AND BUSINESS GROUP PRESENTATIONS	DATE
Battle Ground Chamber of Commerce (42)	July 2
CRC Freight Working Group (n/a)	July 8
Port of Vancouver Tolling Presentation (57)	August 18
Port of Portland Tolling Presentation (20)	August 18
West Coast Corridor Coalition (25)	September 3
Oregon Business Association, Transportation Committee (5)	September 10
Uptown Village Association (5)	September 13
Economic Roundtable (8)	September 16
Parkrose Business Association (50)	September 17
Washington State Good Roads and Transportation Annual Conference (30)	September 18
CRC Freight Working Group (n/a)	September 22
Oregon Association of Minority Entrepreneurs (5)	September 25
CRC Marine Drive Stakeholder Group (n/a)	September 30
Swan Island Business Association (12)	October 14
Northwest Association of Women in Construction (41)	October 17
North Clackamas Chamber of Commerce (21)	October 19
Oregon Highway Users Alliance (24)	November 5
Portland Business Alliance Transportation Committee (16)	November 10
Vancouver's Downtown Association (n/a)	November 12
Washington Highway Users Federation (n/a)	November 16



2009 Fairs and Festivals

FAIRS AND FESTIVALS	DATE
Portland Sunday Parkways: North (117)	June 21
Good in the Neighborhood (51)	June 27
Vancouver Farmers Market (86)	July 11
Battle Ground Harvest Days (90)	July 18
Portland Sunday Parkways: Northeast (150)	July 19
Ho'ike and Hawaiian Festival (138)	July 25
East Portland Expo (10)	July 25
St. John the Evangelist Catholic Church Transportation Fair (15)	July 26
National Night Out Block Party: Hayden Island Manufactured Home Community (35)	August 4
National Night Out Block Party: Esther Short Neighborhood (24)	August 4
National Night Out Block Party: Hacienda House (3)	August 4
Vancouver Farmers Market (91)	August 8
Clark County Fair (n/a)	August 8
Portland Sunday Parkways: Southeast (89)	August 16
Port of Ridgefield Commissioner's Picnic (52)	August 21
St. Johns Farmers Market (32)	August 22
Interstate Farmers Market (41)	August 26
TriMet MAX Green Line Opening Day: Portland Pioneer Square (100)	September 12
TriMet MAX Green Line Opening Day: Clackamas (materials only)	September 12
Old Apple Tree Festival (114)	October 3



Distribution Locations

LOCATIONS WHERE INFORMATION WAS POSTED OR DISTRIBUTED

Acorn Deli

A-Dong Asian Market and Deli (Vietnamese)

Arnada Neighborhood Association newsletter

Beaches Restaurant

Bercerra's International Groceries (Spanish)

Carniceria (Spanish)

City of Portland Web site

City of Vancouver Web site

Clark County Smart Commuter Program e-newsletter

Clark County YMCA

Columbia River Crossing e-Update

Columbia River Crossing Tolling Web site

Copy Express employee newsletter

C-TRAN Web site

East Portland Neighborhood Office newsletter

Eastern Cathay Restaurant (Vietnamese)

Ellsworth Springs Neighborhood Association newsletter

Esther Short Commons Apartments

FC Services

Fubonn (Vietnamese)

Greater Clark County Chamber of Commerce Web site

Immigrant and Refugee Community Organization

Kenton Neighborhood Association Web site

Kevanna Park Neighborhood Association newsletter

King Neighborhood Association Web site

Legacy Emanuel Medical Center

Luepke Center, Vancouver

McMenamins, Vancouver

Metro Web site

Nissin/Sharp

North Clackamas Chamber of Commerce e-newsletter

Oregon Association of Minority Entrepreneurs

Oregon Business Association newsletter

Oregon Department of Transportation Web site

Oregon Human Development Corporation (Spanish)

Oriental Market (Vietnamese)

Pedigo

Pho Oregon Restaurant (Vietnamese)

Porteo

Portland Bureau of Transportation e-newsletter

Portland Community College Southeast Center

Portland Pearl Rotary

Pythian Home

Rain Sports Lounge (Vietnamese)

Russian Oregon Social Services (Russian)

Savona Coffee House

Shenzhen Seafood Restaurant (Vietnamese)

St. Andrew Catholic Church (Spanish)

Tidewater Cove

TriMet Web site

Vancouver Housing Authority

Washington State Department of Transportation SW Region Web site

Water Resource Education Center

Administración de cuotas de peaje y tránsito

El Cruce del Río Columbia (Columbia River Crossing, CRC) es un proyecto crítico de puente, transporte colectivo y carretera en la región de Vancouver-Portland para aumentar la seguridad y movilidad en la I-5, manteniendo el movimiento de las mercancías y de la economía. Se espera que las cuotas de peaje sean una parte importante del financiamiento de CRC, junto con contribuciones federales y estatales. Los peajes pueden también adecuarse para hacer la congestión más manejable y aumentar la confiabilidad de los viajes para los conductores. Deben tomarse aún muchas decisiones, tales como cuándo se iniciará el cobro de peajes, y cuánto será lo que se cobre.

Estudio de peajes y extensión hacia la población

Durante el verano y el otoño de 2009, el Comité de Estudio de Peajes CRC estará buscando la opinión del público y de la jurisdicción sobre una variedad de escenarios de peaje posibles. Los miembros del comité incluyen a directores de los departamentos de transporte de Oregon y Washington y los jefes de la comisión de transporte de cada estado. El comité evaluará la tecnología de peajes y administración de tránsito, revisará las opciones de los diferentes escenarios y recopilará los comentarios del público para hacer un reporte a las legislaturas y comisiones de transporte de Oregon



Ejemplo de Sistema de Recolección Electrónica de Peajes

y Washington en enero del 2010. Fijar las políticas y cuotas de peaje es la responsabilidad de las comisiones de transporte y las legislaturas de los estados.

No se requieren casetas de cobro de peaje con el peaje electrónico

CRC utilizará peaje electrónico para hacer que el tránsito se mueva con fluidez a lo largo del puente: no habrá casetas de cobro de peaje ni será necesario que los conductores bajen la velocidad para pagar las cuotas. Los peajes electrónicos se colectan con un transpondedor, del tamaño aproximado de una tarjeta de crédito, fijado al parabrisas del auto. En una instalación con este sistema de peaje, hay sensores sobre los autos que vinculan el transpondedor a la información de la cuenta del conductor, y deducen el peaje correcto de una cuenta pre-pagada. Los conductores pueden manejar fácilmente su cuenta autorizando pagos desde una tarjeta de crédito o cuenta bancaria cuando el saldo de la cuenta baje.

A los vehículos que no tengan un transpondedor se les tomará una foto a la placa, y pueden pre-pagar la cuota en línea o por teléfono, o se les facturará la cuota de peaje, lo que incluirá un cargo de procesamiento administrativo por la facturación.

Las cuotas de peaje variables ayudan a manejar el congestionamiento

El CRC está proponiendo un peaje variable: la cuota de peaje variaría según la hora del día de acuerdo con un horario establecido, con las cuotas más bajas en las horas no-pico. El peaje variable ayuda a reducir el congestionamiento y mejorar las velocidades de trayecto y confiabilidad de los viajes, estimulando a algunos conductores a cambiar la hora del día a la que viajan. Otros conductores pueden decidirse a tomar transporte

colectivo o cambiar el destino de su viaje. La mayor parte de los conductores escogerán no cambiar sus planes de viaje.

Escenarios de peaje

Se probaron escenarios de peaje para identificar oportunidades, beneficios, costos y compensaciones, y serán revisados después de recibir las opiniones del público durante el verano de 2009. Todos los escenarios incluyeron cuotas variables de peaje; sin embargo, otros elementos fueron ajustados incluyendo el costo del peaje y si el peaje se cobraría sólo en la I-5, o tanto en la I-5 como en la I-205. La variación de esos factores enfatiza los efectos posibles en el sistema de transporte y los fondos del proyecto.

Los escenarios preliminares estudiados incluyen:

Rango de cuota de peaje variable en dólares de 2006 (ajustada a la inflación esperada en dólares de 2017)	
Peaje I-5	Peajes recolectados en dirección norte y sur
Escenario 1	\$1.00 - \$2.00 (\$1.31 - \$2.62)
Escenario 2	\$1.00 - \$3.00 (\$1.31 - \$3.94)
Escenario 3	\$2.00 - \$4.00 (\$2.62 - \$5.25)
Escenario 4	\$3.00 - \$6.00 (\$3.94 - \$7.87)
Peaje I-5 y I-205	Peajes recolectados en dirección sur solamente
Escenario 5	\$2.00 - \$4.00 (\$2.62 - \$5.25)
Escenario 6	\$4.00 - \$8.00 (\$5.25 - \$10.50)
Sin peaje (estudiado para propósitos de comparación)	\$0

Ninguno de los escenarios de peaje es recomendación para cuotas de peaje reales. Las cuotas de peaje reales dependerán de un plan financiero final y serán establecidas por las comisiones de transporte de los estados de Oregon y Washington. Cuando sean implementadas, las cuotas de peaje serán ajustadas de acuerdo con la inflación.

¿Cómo afectan estos escenarios a los fondos del proyecto?

Para los escenarios que incluyen peaje en I-5 después de que el nuevo puente sea construido en 2017, los peajes podrían contribuir entre \$1 mil y \$2 mil millones a los fondos del proyecto. El cobro de cuotas de peaje tanto en I-5 como en I-205 generaría más del doble de fondos provenientes de cuotas de peaje.

Si se implementaran las cuotas de peaje durante la construcción, se podrían generar fondos adicionales y reducir el congestionamiento.

¿Qué pasa con los patrones de viaje con el cobro de peajes?

Si la I-5 fuera sujeta a cobro de peajes, la mayor parte de la gente no cambiaría sus patrones de viaje. Algunas personas elegirán cambiar el destino de su viaje para evitar cruzar el río, cambiar su ruta al puente I-205, usar transporte colectivo, compartir un vehículo para reducir el costo del peaje, o escoger otra hora para viajar con el objeto de pagar un peaje más bajo. Estos cambios en patrones de viaje crean un trayecto menos congestionado para aquellos que permanecen en la I-5. Si tanto la I-5 como la I-205 fueran sujetas a cuota de peaje, la mayor parte de la gente elegiría cruzar el río de todas formas, y algunos cambiarían sus patrones de viaje.

¿Cómo puedo participar? ¿Cómo puedo hacer comentarios sobre el proyecto?

- Póngase en contacto con la oficina del proyecto para hablar directamente con un miembro del personal
- Visite el sitio web del Estudio de Peajes en <http://tolling.ColumbiaRiverCrossing.org>
- Invite al personal de CRC a su grupo a discutir el proyecto

¿Cómo puedo hacer comentarios sobre el proyecto?

- Correo electrónico: feedback@columbiarivercrossing.org
- Correo: 700 Washington St, Suite 300
Vancouver, WA 98660
- Teléfono: 360-737-2726 ó 503-256-2726
- Fax: 360-737-0294

INFORMACIÓN DEL ACTA DE AMERICANOS CON INCAPACIDADES (ADA, POR SUS SIGLAS EN INGLÉS) Los materiales pueden ser proporcionados en formatos alternativos: imprenta grande, escritura Braille, en cinta para cassette, o en disco para ordenador para personas con incapacidades, llamando a la oficina de oportunidades igualitarias (OEO, por sus siglas en inglés) al (360) 705-7097. Las personas sordas o con dificultades para oír pueden ponerse en contacto con OEO por medio del Servicio de Comunicación de Washington llamando al 7-1-1.

Declaración Pública del Título VI WSDOT asegura el cumplimiento completo con el Título VI del Acta de Derechos Civiles de 1964 prohibiendo la discriminación contra cualquier persona a base de raza, color, origen nacional o género en la provisión de beneficios y servicios que resultan de sus programas y actividades federales. Para las preguntas con respecto al Programa del Título VI de WSDOT, usted puede contactar al Coordinador del Título VI del Departamento llamando al (360) 705-7098.

Сбор пошлины и регулирование транспортного движения

Columbia River Crossing (CRC) – это проект первостепенной важности по замене моста, усовершенствованию транспортного движения и автострады в регионе Ванкувер-Портленд, что приведет к повышению безопасности и мобильности транспорта на автостраде I-5 и улучшению экономики региона. Как ожидается, сбор пошлины составит важную часть финансового плана проекта CRC наряду с финансовыми поступлениями на федеральном уровне и на уровне штата. Сбор пошлины также может помочь в регулировке количества заторов и в повышении безопасности движения для водителей. В будущем ожидается принятие многих решений, как, например, когда начнется сбор пошлины и какими будут тарифы.

Изучение системы сбора пошлины и общественного мнения

Летом и осенью 2009 Комитет по изучению вопроса о сборе пошлины CRC будет изучать общественное мнение и юридическую информацию по нескольким сценариям сбора пошлины. В состав Комитета входят начальники Департаментов транспорта



Пример системы автоматического сбора
пошлины

CRC повысит безопасность,

- заменив мост, соединяющий два штата
- модернизировав семь транспортных развязок и удлинив съезды/выезды на автомагистраль
- продлив линию скоростного трамвая до Колледжа Кларк в Ванкувере
- расширив полосы для движения пешеходов и велосипедистов
- введя систему автоматического сбора пошлины и гибкие тарифы

штатов Орегон и Вашингтон и председатели транспортных комиссий каждого из штатов. Комитет проведет оценку технологий сбора пошлины и регулирования транспортного движения, рассмотрит предложенные сценарии и соберет отзывы общественности для отчета, который будет представлен законодательным органам и транспортным комиссиям штатов Орегон и Вашингтон в январе 2010. Порядок сбора и размер пошлины будут определены транспортными комиссиями и законодательными органами.

При использовании системы автоматического сбора пошлины будки на дорогах не нужны

В рамках проекта CRC будет использоваться система автоматического сбора пошлины за проезд по мосту – без будок для сбора пошлины и необходимости водителям сбавлять скорость. Сбор пошлины осуществляется при помощи транспондера (размером с кредитную карточку), прикрепленного к лобовому стеклу

автомобиля. Сенсоры устройства сбора пошлины, расположенного над проезжей частью, по транспондеру определяют информацию о счете водителя и снимают сумму пошлины со счета «расходы, оплаченные авансом». Водители могут легко управлять счетом, пополняя его с кредитной карточки или с банковского счета, когда на счету недостаточно средств.

Номерной знак транспортного средства без транспондера фотографируется, водитель может заранее произвести оплату в режиме онлайн или по телефону, или же получит счет на уплату пошлины, который будет включать административный сбор за выписку счета.

Гибкие тарифы помогают в уменьшении количества заторов

Проект CRC предлагает ввести пошлину, изменяемую в зависимости от времени суток, в соответствии с установленным прейскурантом; наименьшая сумма пошлины будет выплачиваться в часы не-пик. Такой подход поможет уменьшить количество заторов, улучшить скорость движения и безопасность, побуждая некоторых водителей изменить время поездки. Некоторые водители могут решить воспользоваться общественным транспортом или изменить пункт назначения. Большинство водителей, однако, не будут менять своих планов.

Сценарии сбора пошлины

Сценарии сбора пошлины были предварительно опробованы с целью определения возможностей, преимуществ, стоимости и выбора оптимальных соотношений, они будут повторно рассмотрены после получения отзывов общественности летом 2009. Все сценарии включали использование гибких тарифов; однако различными были другие элементы, включая размер пошлины и сбор пошлины исключительно на I-5 или же на I-5 и I-205. Варьирование этих факторов показало,

как они могут влиять на транспортную систему и финансирование проекта.

Ни один из предложенный сценариев не рассматривается как рекомендация по размеру пошлины. Размер пошлины будет установлен транспортными комиссиями штатов Орегон и Вашингтон и будет зависеть от окончательного финансового плана. После утверждения тарифы будут корректироваться в зависимости от уровня инфляции.

Рассмотренные предварительные сценарии:

Размер пошлины в 2006, в долларах
(с учетом прогнозируемой инфляции в 2017, в долларах)

Сбор пошлины на I-5	Сбор пошлины в северном и южном направлении
Scenario 1	\$1.00 - \$2.00 (\$1.31 - \$2.62)
Scenario 2	\$1.00 - \$3.00 (\$1.31 - \$3.94)
Scenario 3	\$2.00 - \$4.00 (\$2.62 - \$5.25)
Scenario 4	\$3.00 - \$6.00 (\$3.94 - \$7.87)
Сбор пошлины на I-5 и I-205	Сбор пошлины в южном направлении
Scenario 5	\$2.00 - \$4.00 (\$2.62 - \$5.25)
Scenario 6	\$4.00 - \$8.00 (\$5.25 - \$10.50)
Без сбора пошлины (рассматривалось с целью сравнения)	\$0

Как сценарии повлияют на финансирование?

По сценариям, включающим сбор пошлины на I-5 после постройки нового моста в 2017, поступления от сбора пошлины могут принести проекту от 1 до 2 миллиардов долларов США. Сбор пошлины на I-5 и I-205 удвоит долю финансирования проекта, обеспеченную сбором.

Если сбор пошлины будет введен на этапе строительства, это принесет дополнительные средства и уменьшит количество заторов.

Как сбор пошлины повлияет на схемы движения?

Если будет введен сбор пошлины на I-5, большинство людей не будут менять свой обычный маршрут. Некоторые решат изменить пункт назначения, чтобы избежать пересечения реки, воспользуются мостом I-205, общественным транспортом, будут совместно эксплуатировать автомобиль и делить сумму пошлины между собой или же выберут другое время для поездки, чтобы платить меньше. Эти изменения снимут перегруженность и создадут лучшие условия для тех, кто выберет проезд по I-5. Если сбор пошлины будет введен на I-5 и I-205, большинство водителей будут пересекать реку, некоторые, однако, решат изменить свой маршрут.

Как я могу принять участие в проекте?

- Свяжитесь с офисом проекта и встретитесь или поговорите по телефону с одним из сотрудников
- Посетите сайт по вопросам сбора пошлины <http://tolling.ColumbiaRiverCrossing.org>
- Посетите встречу консультативной группы
- Пригласите сотрудников CRC, чтобы обсудить проект

Как я могу предоставить мой отзыв о проекте?

Электронный адрес:
feedback@columbiarivercrossing.org

Почтовый адрес:
700 Washington St, Suite 300
Vancouver, WA 98660

Телефон:
360-737-2726 or 503-256-2726

Факс:
360-737-0294

Информация, касающаяся «Закона о правах американских граждан-инвалидов» Для людей с ограниченной дееспособностью материалы могут быть представлены в различных форматах: крупная печать, брайлевская печать, записи на кассетах или компьютерных дисках, - для этого позвоните в Отдел по обеспечению равных возможностей (ОЕО) по телефону (360) 705-7097. Глухие или слабослышащие люди могут связаться с ОЕО через Службу передачи информации штата Вашингтон по номеру 7-1-1.

Обращение Вашингтонского департамента транспорта Вашингтонский департамент транспорта (WSDOT) гарантирует полное соответствие Разделу VI «Закона о соблюдении гражданских прав от 1964 года» путем недопущения дискриминации по признаку расовой принадлежности, цвета кожи, национального происхождения или пола в предоставлении льгот и услуг, предусмотренных получающими федеральную поддержку программами и деятельностью Департамента. По вопросам, касающимся Программы WSDOT по выполнению положений Раздела VI, обращайтесь к координатору Программы Департамента по выполнению положений Раздела VI по телефону (360) 705-7098.

Quản Lý Giao Thông và Phí Cầu Đường

Cầu Bắc Qua Sông Columbia (Columbia River Crossing - CRC) là một dự án cầu, hệ thống giao thông công cộng và xa lộ trọng yếu cho khu vực Vancouver-Portland để tăng cường sự an toàn và lưu thông trên xa lộ liên bang I-5, duy trì vận chuyển hàng hóa và tăng trưởng kinh tế. Việc thu phí cầu đường được dự kiến là một phần quan trọng trong kế hoạch tài chính của CRC, cùng với những đóng góp của tiểu bang và liên bang. Phí cầu đường cũng có thể được thực hiện để giúp kiểm soát tắc nghẽn giao thông và tăng độ tin cậy trên tuyến đường cho các lái xe. Nhiều quyết định chưa được đưa ra, ví dụ như thời điểm bắt đầu thu phí cầu đường và mức phí.

Nghiên cứu về phí cầu đường và tiếp cận ý kiến công chúng

Trong mùa hè và mùa thu năm 2009, Ủy Ban Nghiên Cứu Phí Cầu Đường của CRC sẽ tham khảo ý kiến của công chúng và các cấp có thẩm quyền về nhiều dự kiến thu phí cầu đường khác nhau. Các thành viên ủy ban bao gồm các giám đốc của ban ngành giao thông Oregon và Washington cũng như chủ tịch của mỗi ủy ban giao thông tiểu



Hệ Thống Thu Phí Cầu Đường Điện Tử Mẫu

CRC tăng cường sự an toàn và tin cậy cho mọi người tham gia giao thông bằng cách:

- Thay thế cây cầu Liên Tiểu Bang
- Cải tạo bảy giao lộ và kéo dài các đoạn dốc kết hợp
- Kéo dài tuyến đường sắt nhẹ tới Trường Cao Đẳng Clark College tại Vancouver
- Mở rộng đường cho người đi bộ và đi xe đạp
- Triển khai thu phí cầu đường điện tử, với nhiều mức phí

bang. Ủy Ban sẽ đánh giá công nghệ quản lý giao thông và thu phí cầu đường, xem xét những kết quả dự kiến và thu thập ý kiến công chúng để làm một báo cáo lên các cơ quan lập pháp tiểu bang Oregon và Washington cũng như các ủy ban giao thông vào tháng Một năm 2010. Việc xây dựng chính sách thu phí cầu đường và mức phí thuộc trách nhiệm của các ủy ban giao thông và cơ quan lập pháp tiểu bang.

Không cần trạm thu phí với hệ thống thu phí điện tử

CRC sẽ sử dụng hệ thống thu phí cầu đường điện tử để duy trì giao thông thông suốt qua cầu - không cần các trạm thu phí hay yêu cầu người điều khiển phương tiện cần giảm tốc độ để thanh toán phí. Phí cầu đường điện tử được thu bằng một thiết bị phát đáp, khoảng bằng kích cỡ một chiếc thẻ tín dụng, được dán vào kính chắn gió của xe. Tại điểm đóng phí, các cảm biến phía trên đầu kết nối thiết bị phát đáp với thông tin tài khoản của lái xe, và khấu trừ mức phí phù hợp từ một tài khoản trả trước. Người

lái xe có thể dễ dàng kiểm soát tài khoản của họ bằng cách cho phép thanh toán từ một thẻ tín dụng hoặc tài khoản ngân hàng khi số dư tài khoản giảm xuống.

Một phương tiện giao thông không có thiết bị phát đáp sẽ được chụp ảnh biển số và có thể trả trước trực tuyến hoặc qua điện thoại hay được gửi hóa đơn cho khoản phí, trường hợp này sẽ bao gồm một mức phí quản lý để lập hóa đơn.

Phí cầu đường nhiều mức giúp kiểm soát tắc nghẽn giao thông

CRC dự kiến thu phí cầu đường theo nhiều mức - mức phí sẽ thay đổi theo thời điểm trong ngày tùy theo lịch trình thiết lập với mức phí thấp nhất ngoài giờ cao điểm. Mức phí cầu đường khác nhau giúp giảm ách tắc giao thông và tăng tốc độ di chuyển cũng như độ tin cậy của lộ trình bằng cách khuyến khích một số lái xe thay đổi thời điểm di chuyển trong ngày. Những lái xe khác có thể quyết định chuyển tuyến hoặc thay đổi điểm đến trong hành trình của họ. Phần lớn lái xe sẽ chọn không thay đổi kế hoạch di chuyển của họ.

Dự kiến thu phí cầu đường

Những dự kiến thu phí cầu đường sơ bộ đã được kiểm tra để xác định cơ hội, lợi ích, chi phí và những điểm được mất cũng như sẽ được điều chỉnh sau khi nhận được ý kiến của công chúng trong mùa hè năm 2009. Tất cả dự kiến đều bao gồm nhiều mức phí cầu đường khác nhau; tuy nhiên, những yếu tố khác đã được điều chỉnh bao gồm mức phí và liệu phí cầu đường sẽ được tính trên xa lộ I-5 hay cả I-5 và I-205. Việc thay đổi những nhân tố này cho thấy rõ những tác động có thể xảy ra đối với hệ thống giao thông và ngân sách dự án.

Không có dự kiến phí cầu đường nào được đề xuất làm mức phí thực tế. Các mức phí thực tế sẽ tùy thuộc vào kế hoạch tài chính cuối cùng và sẽ được đưa ra bởi các ủy ban giao thông tiểu bang Oregon

Những dự kiến sơ bộ được nghiên cứu bao gồm:

Phạm Vi Mức Phí Cầu Đường Khác Nhau theo giá trị đồng đô-la năm 2006 (được điều chỉnh theo lạm phát dự kiến của đồng đô-la năm 2007)	
Phí Cầu Đường I-5	Phí cầu đường thu ở luồng đường hướng về phía bắc và nam
Phương án 1	\$1.00 - \$2.00 (\$1.31 - \$2.62)
Phương án 2	\$1.00 - \$3.00 (\$1.31 - \$3.94)
Phương án 3	\$2.00 - \$4.00 (\$2.62 - \$5.25)
Phương án 4	\$3.00 - \$6.00 (\$3.94 - \$7.87)
Phí Cầu Đường I-5 và I-205	Phí cầu đường chỉ thu ở luồng hướng về phía nam
Phương án 5	\$2.00 - \$4.00 (\$2.62 - \$5.25)
Phương án 6	\$4.00 - \$8.00 (\$5.25 - \$10.50)
Không Tính Phí (được nghiên cứu nhằm mục đích so sánh)	\$0

và Washington. Khi được triển khai, các mức phí sẽ được điều chỉnh để phù hợp với tốc độ lạm phát.

Các dự kiến ảnh hưởng thế nào tới ngân sách?

Đối với những dự kiến bao gồm phí cầu đường I-5 sau khi xây cầu mới vào năm 2017, các khoản phí có thể đóng góp từ 1 tới 2 tỷ đô-la cho ngân sách dự án. Thu phí cầu đường ở cả I-5 và I-205 sẽ tăng gấp đôi ngân sách từ phí cầu đường.

Nếu việc thu phí cầu đường được triển khai trong quá trình xây dựng, có thể tạo ra các khoản ngân sách bổ sung và giảm tắc nghẽn giao thông.

Điều gì xảy ra với lộ trình khi thu phí cầu đường?

Nếu I-5 được thu phí, phần lớn người dân sẽ chọn không thay đổi lộ trình của họ. Một số người sẽ chọn thay đổi điểm đến của họ để tránh phải đi qua sông, thay đổi hành trình tới cầu I-205, chuyển tuyến, thay nhau lái xe để chia sẻ phí cầu đường, hoặc chọn một thời điểm khác để di chuyển nhằm giảm phí cầu đường. Những thay đổi lộ trình này giúp giảm ách tắc giao thông cho những người vẫn đi trên I-5. Nếu cả I-5 và I-205 bị thu phí, phần lớn mọi người sẽ vẫn chọn đi qua sông, và một số người thay đổi lộ trình của họ.

Tôi có thể tham gia bằng cách nào?

- Liên hệ với văn phòng dự án để gặp hoặc trao đổi trực tiếp với một nhân viên
- Truy cập trang mạng Nghiên Cứu Phí Cầu Đường <http://tolling.ColumbiaRiverCrossing.org>
- Tham gia gặp gỡ với nhóm tư vấn
- Mời nhân viên của CRC tới nhóm của bạn để thảo luận về dự án


Tôi có thể nhận xét về dự án bằng cách nào?


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Fax: 360-737-0294

Thông tin về Đạo Luật Người Mỹ Khuyết Tật (ADA)  Có thể nhận được những tư liệu dưới dạng khác như: bản in khổ lớn, Braille (chữ nổi), băng cát-sét, hoặc đĩa máy tính cho người khuyết tật bằng cách gọi tới Văn Phòng Cơ Hội Bình Đẳng (OEO) theo số (360) 705-7097. Những người khiếm thính hoặc nặng tai có thể liên hệ với OEO thông qua Dịch Vụ Tiếp Âm Washington theo số 7-1-1.

Tuyên Bố Tiêu Đề VI với Công Chúng  WSDOT (Ban Giao Thông Tiểu Bang Washington) bảo đảm hoàn toàn tuân thủ Tiêu Đề VI của Đạo Luật Dân Quyền năm 1964 bằng việc ngăn chặn hành vi và thái độ phân biệt đối xử vì lý do sắc tộc, màu da, nguồn gốc quốc gia hay giới tính trong quá trình cung cấp phúc lợi và dịch vụ từ những chương trình và hoạt động được chính quyền liên bang trợ giúp của mình. Để được giải đáp những câu hỏi liên quan tới Chương Trình Tiêu Đề VI của WSDOT, quý vị có thể liên hệ với Điều Phối Viên Chương Trình Tiêu Đề VI của Ban theo số (360) 705-7098.