



Columbia River Crossing project Listening Sessions on Tolling Boards



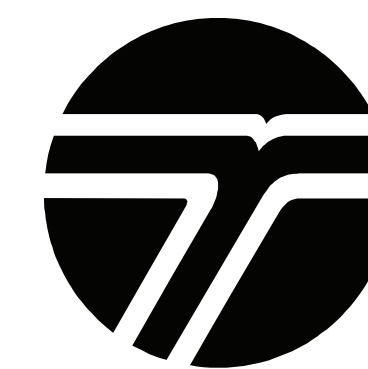
I-5 Columbia River Crossing



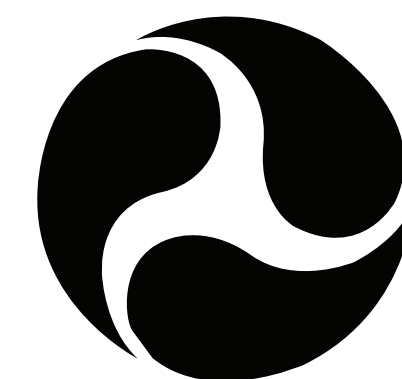
Welcome!



**Oregon Department
of Transportation**



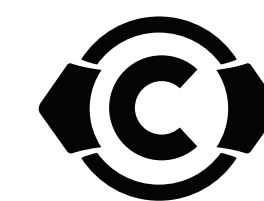
**Washington State
Department of Transportation**



U.S. Department of Transportation
Federal Highway Administration Federal Transit Administration



**SW Washington Regional
Transportation Council**



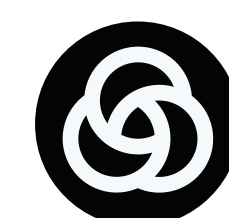
C-TRAN



City of Vancouver



Metro



TriMet



City of Portland

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.

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



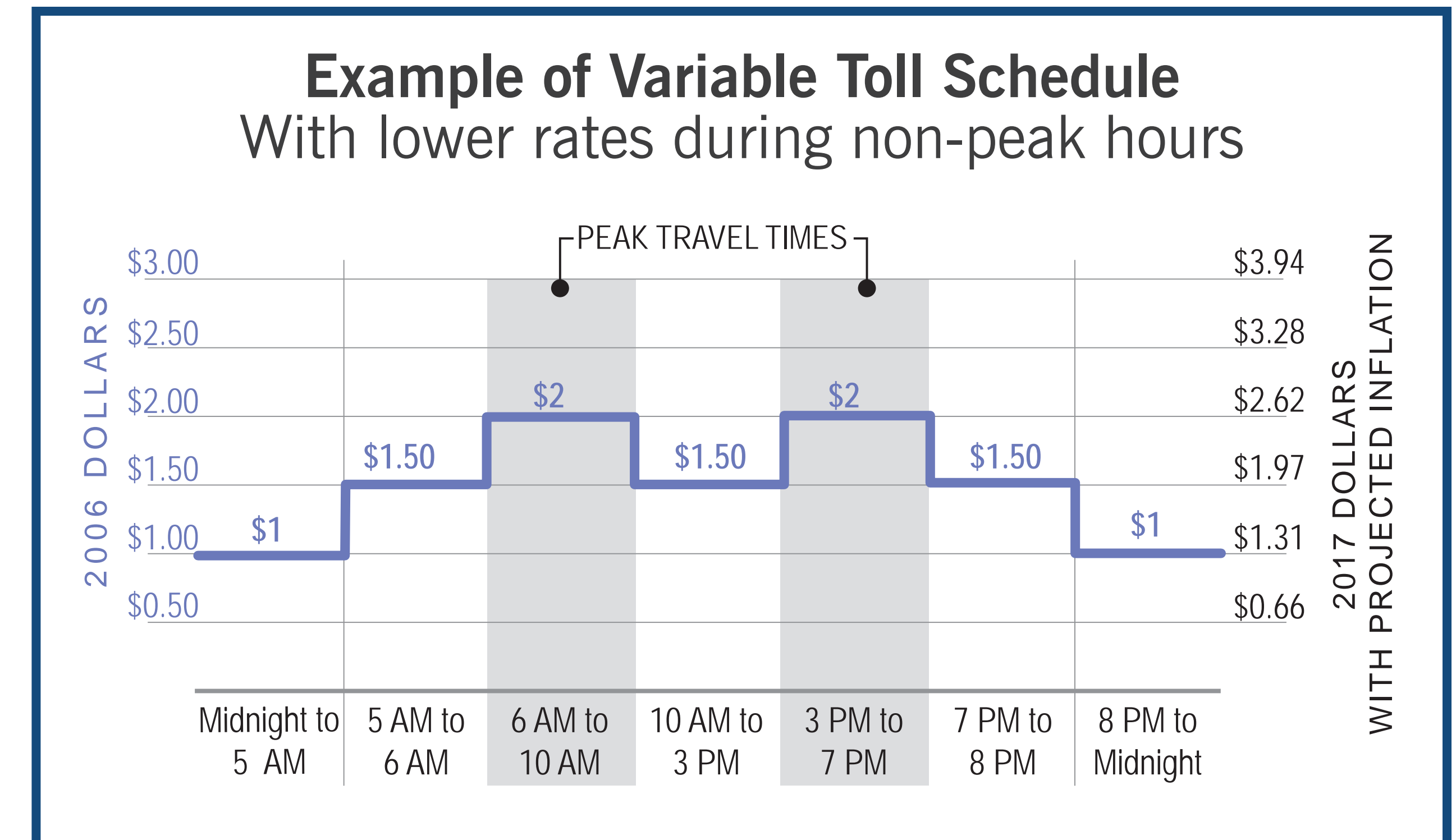
- Columbia River Crossing proposes all electronic tolling (no toll booths) to keep traffic moving.
- No additional right-of-way needed to erect toll booths.
- Regular users will use a transponder linked to a pre-paid *Good to Go!* account. Toll deducted from their account.
- Transponders would work in 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

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?



- 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



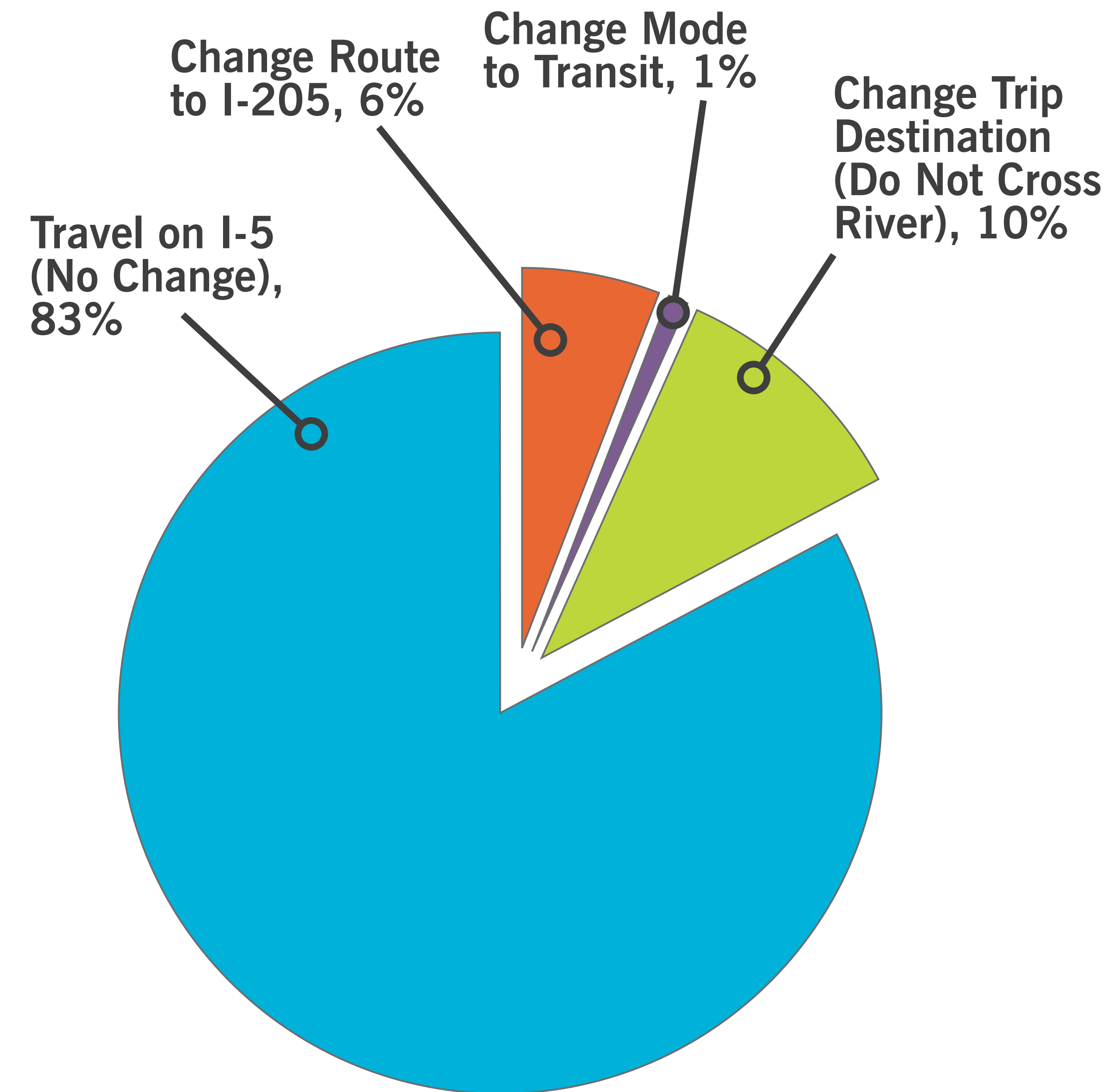
Preliminary Toll Scenarios Tested



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.	

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

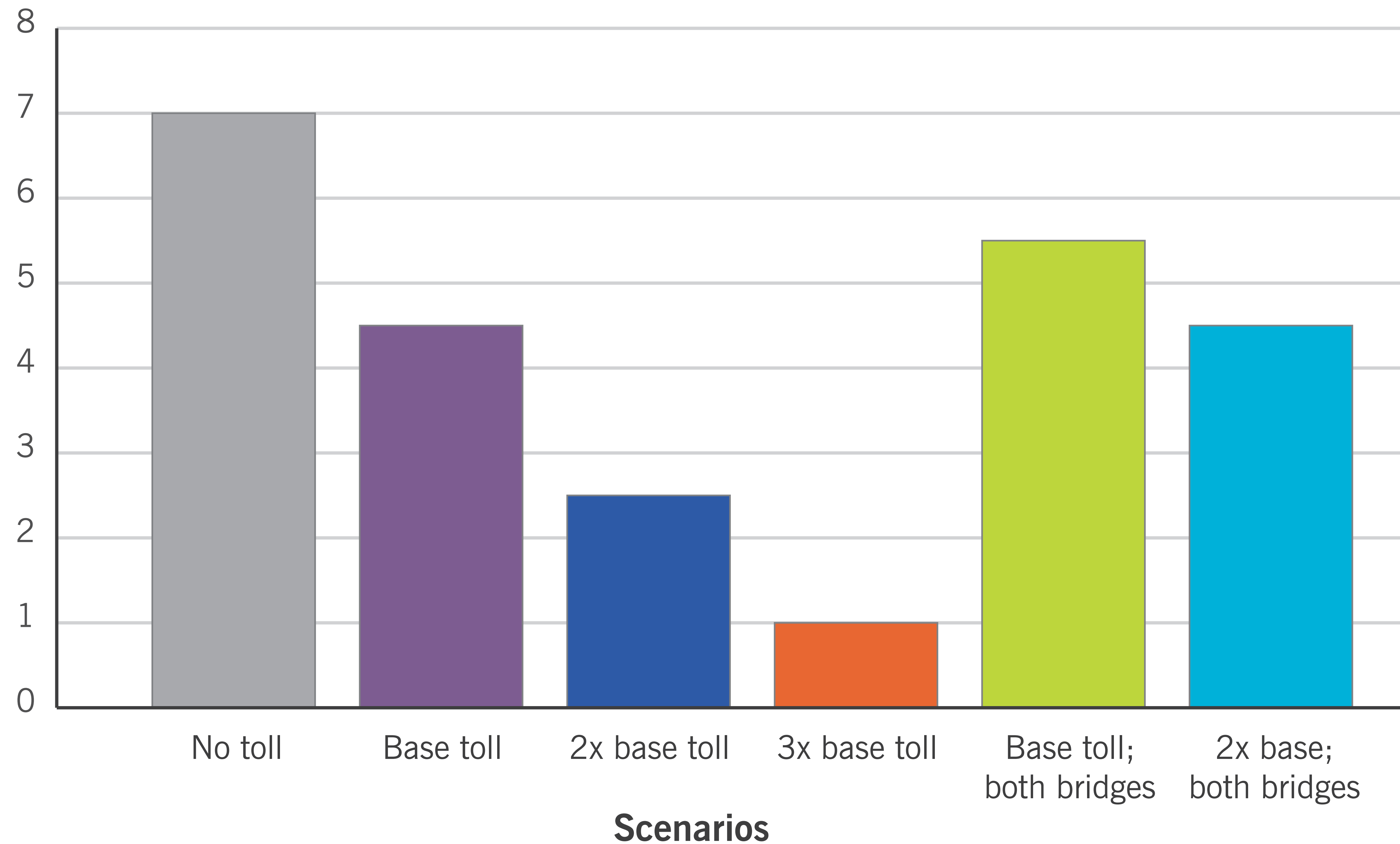
- The majority of I-5 bridge trips stay on I-5
- Some people will choose to change their trip destination to avoid crossing the river
- Some people will choose to change their route to the I-205 bridge
- Some people will choose to use transit instead
- Some people may choose to carpool to share the toll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



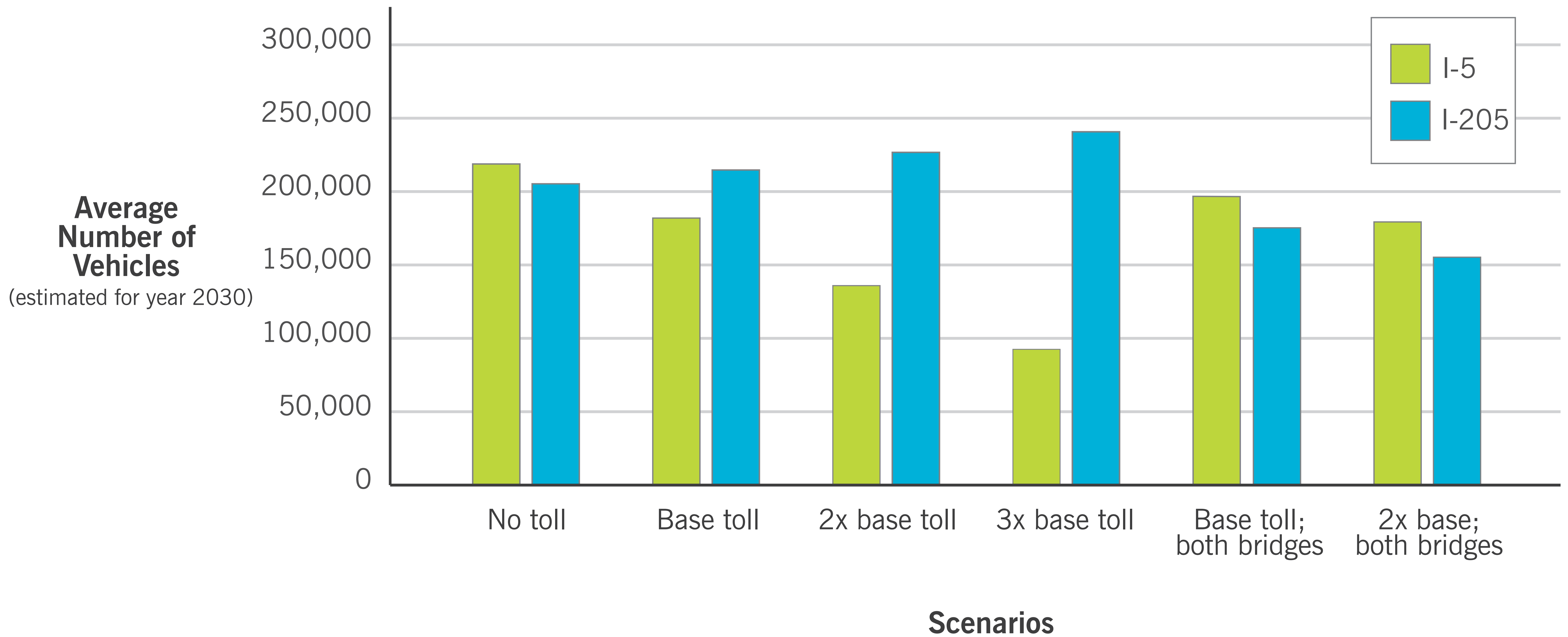
Travel patterns for tolls on I-5 (Scenario 1)

What Happens to I-5 Congestion with Variable Tolls?

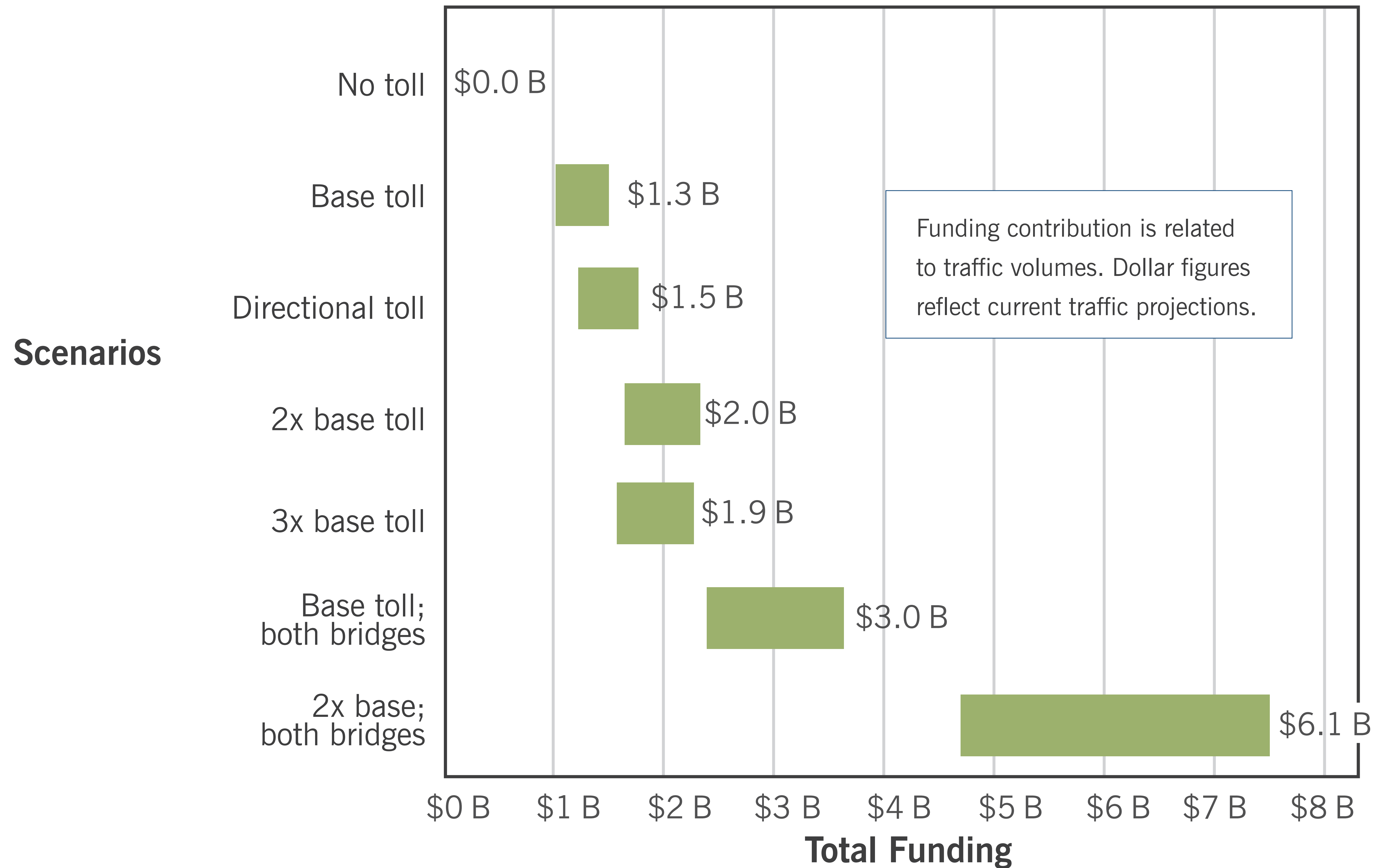
**Average Hours
of Daily
Congestion**
(estimated for year 2030)



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>

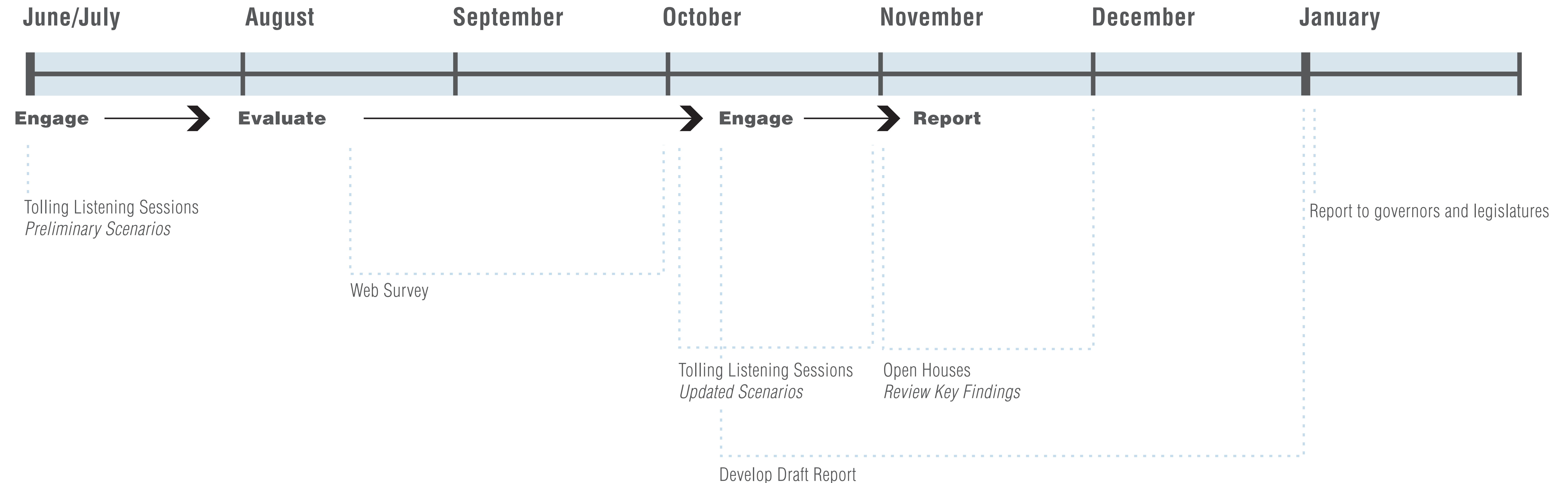
Take a Web Survey

Begins summer 2009

Tolling Outreach Schedule

2009

2010



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.

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Tolling Study Listening Session

June 30 and July 1, 2009



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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

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**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



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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.

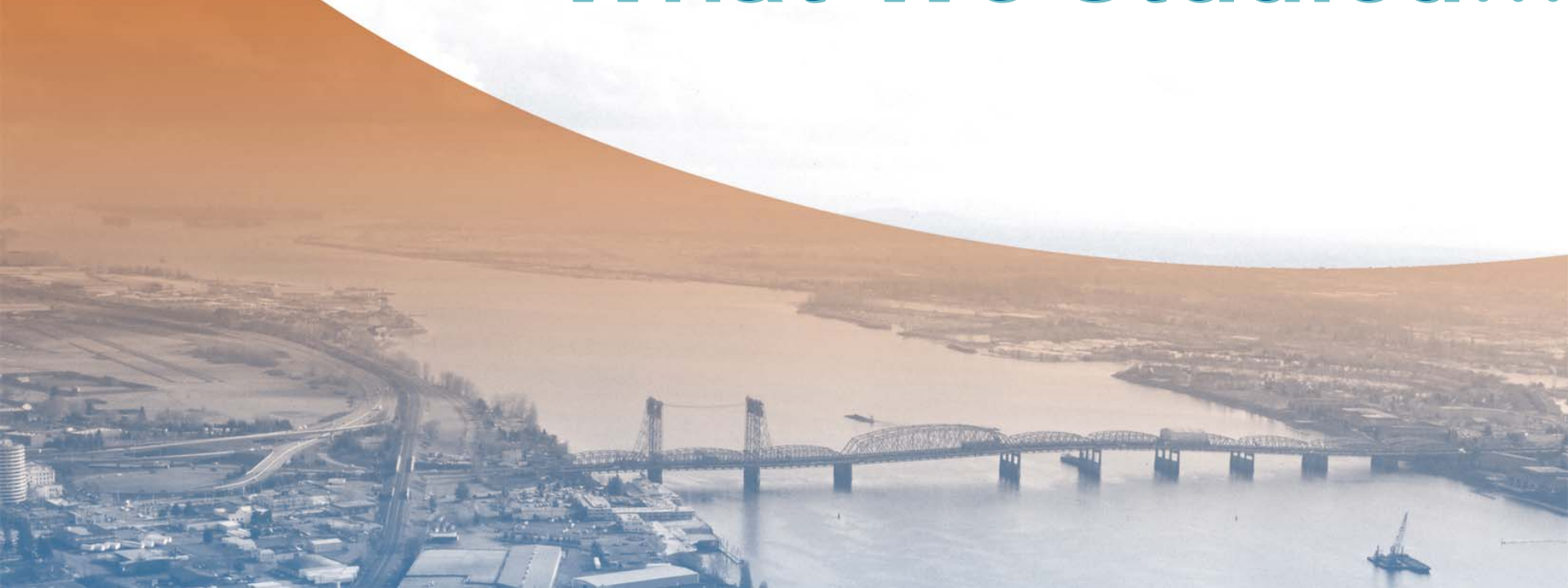
Variable Tolling

- 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



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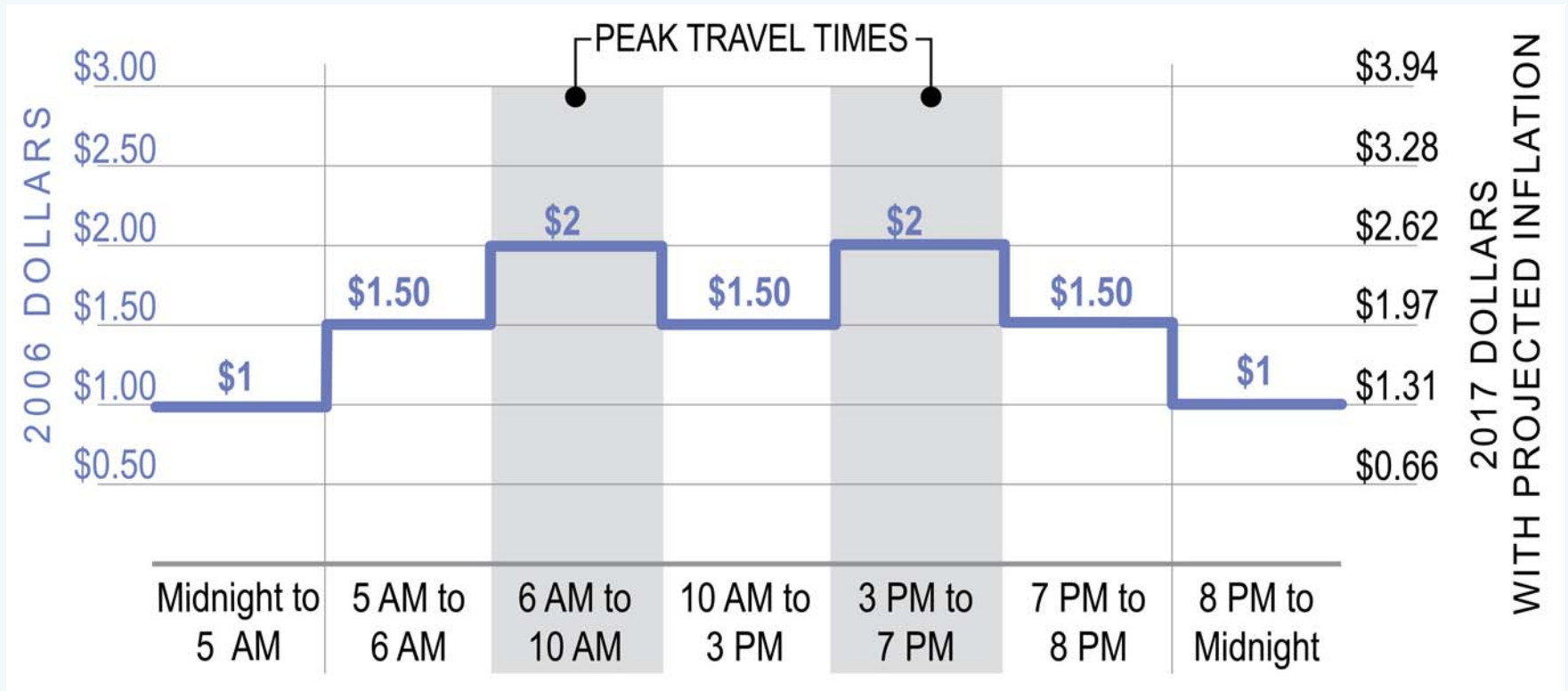
What We Studied...



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\$	2017\$
	Min/Max	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

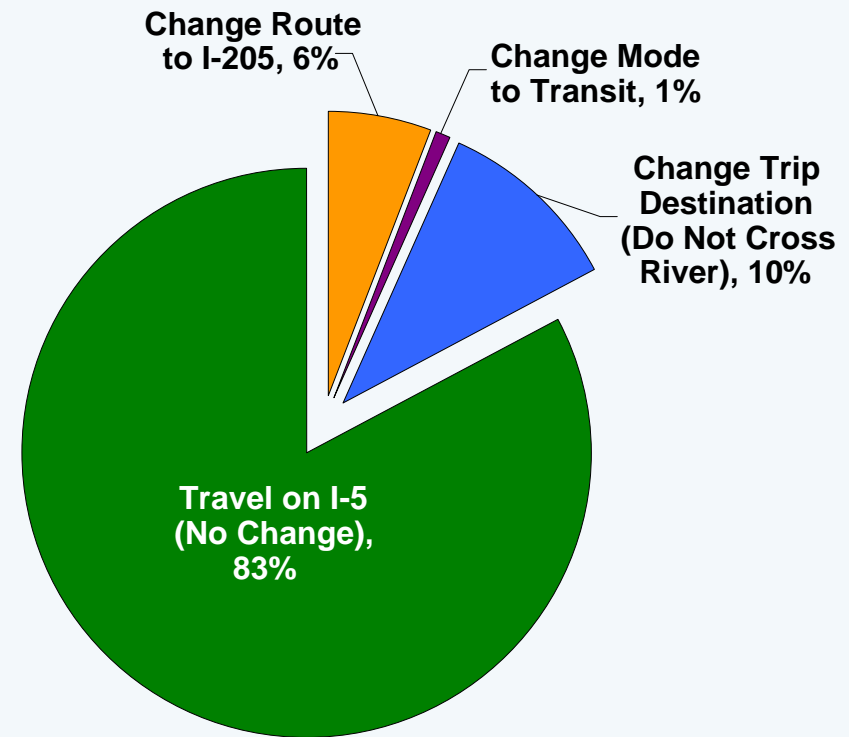
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What We've Learned... Traffic Patterns



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

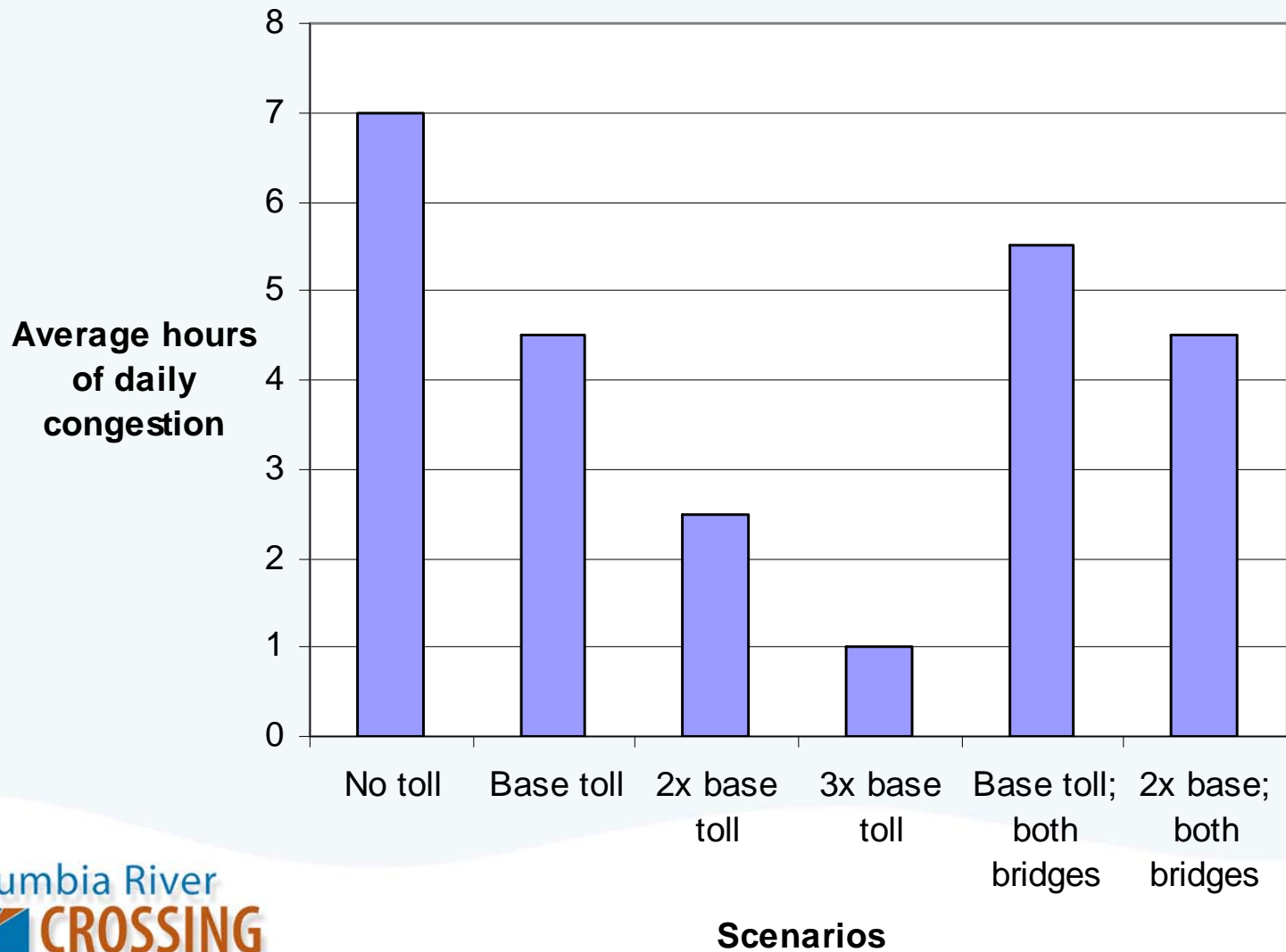


Travel patterns for tolls on I-5 (Scenario 1)

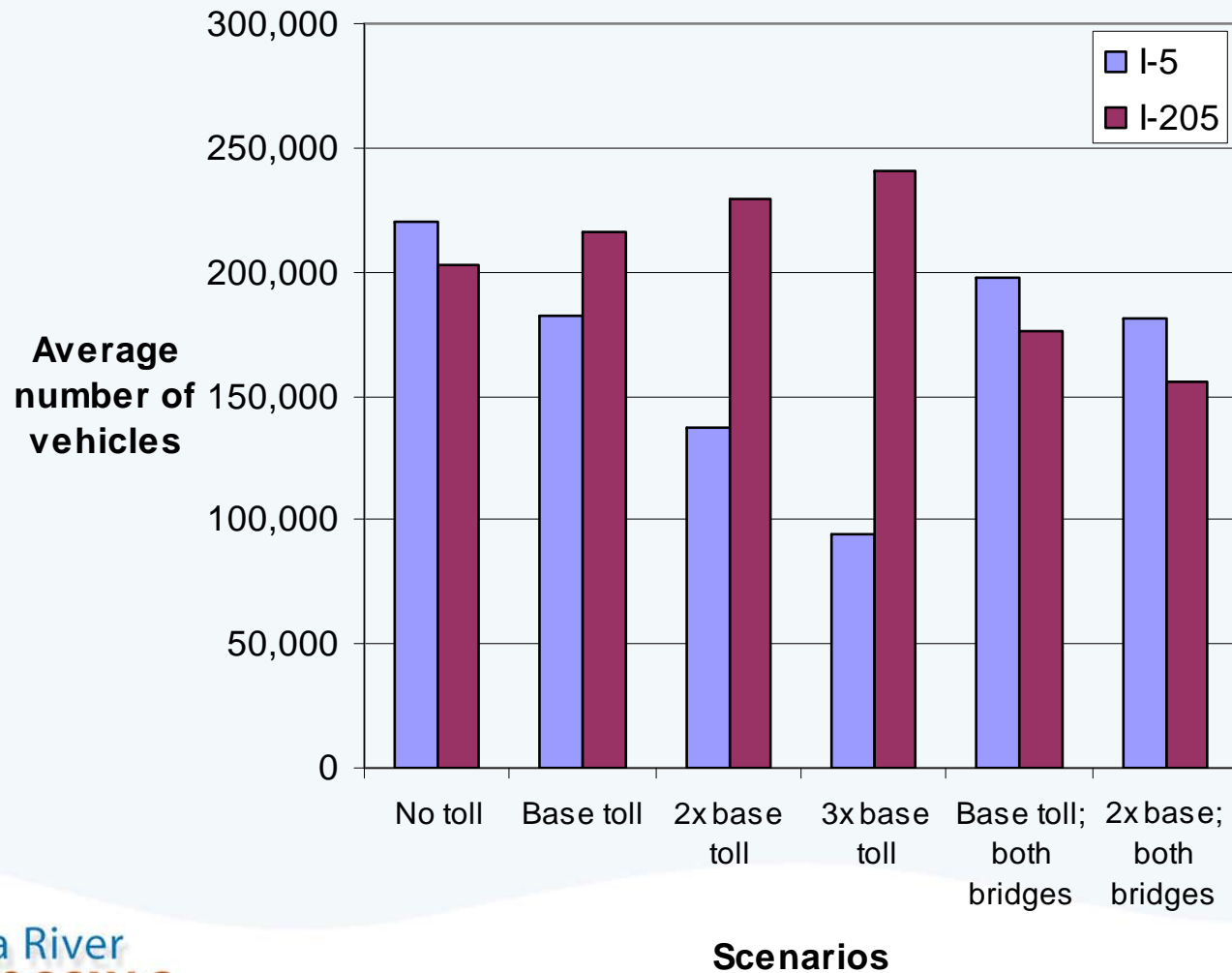
What happens to travel patterns if both I-5 and I-205 are tolled?

- 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?

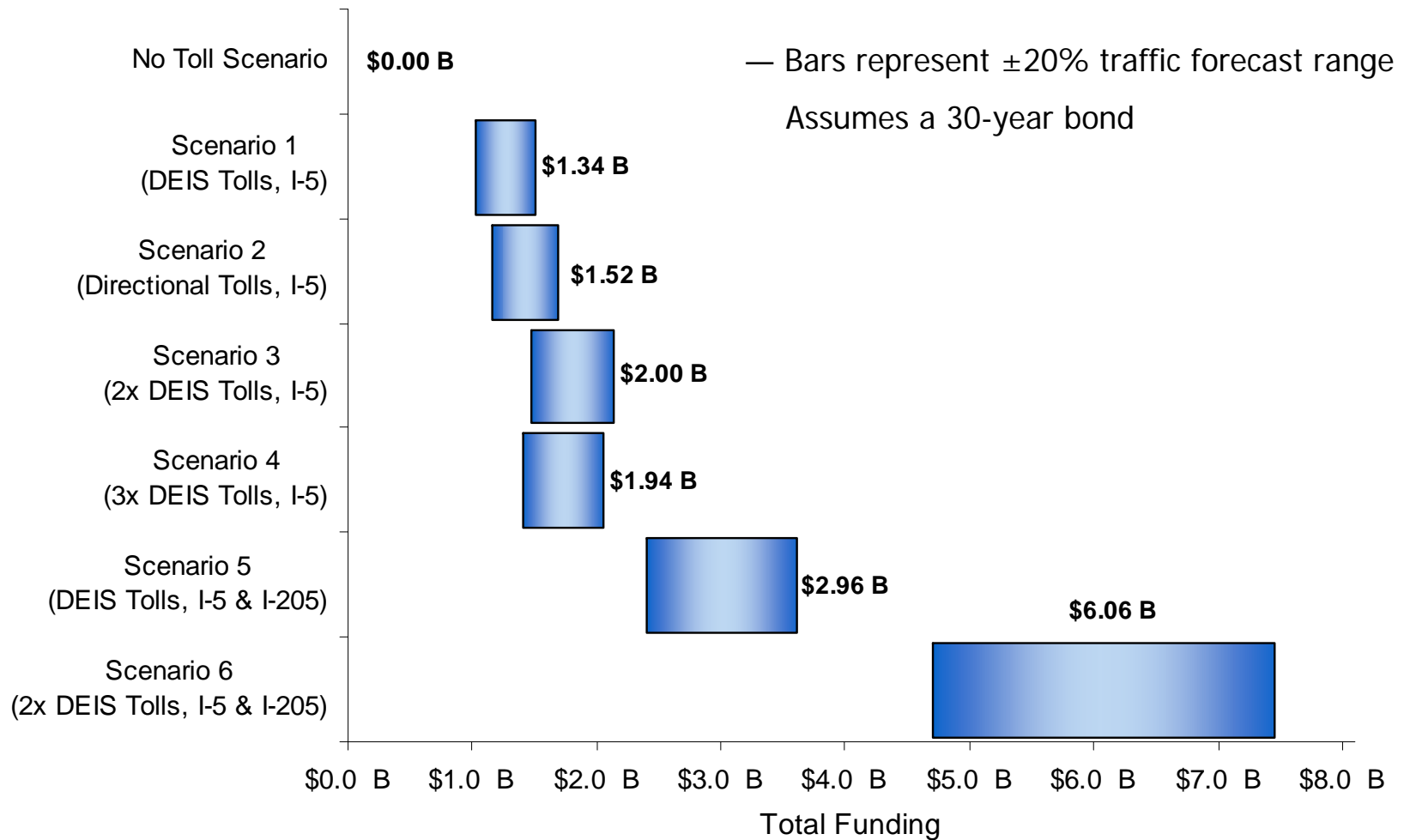


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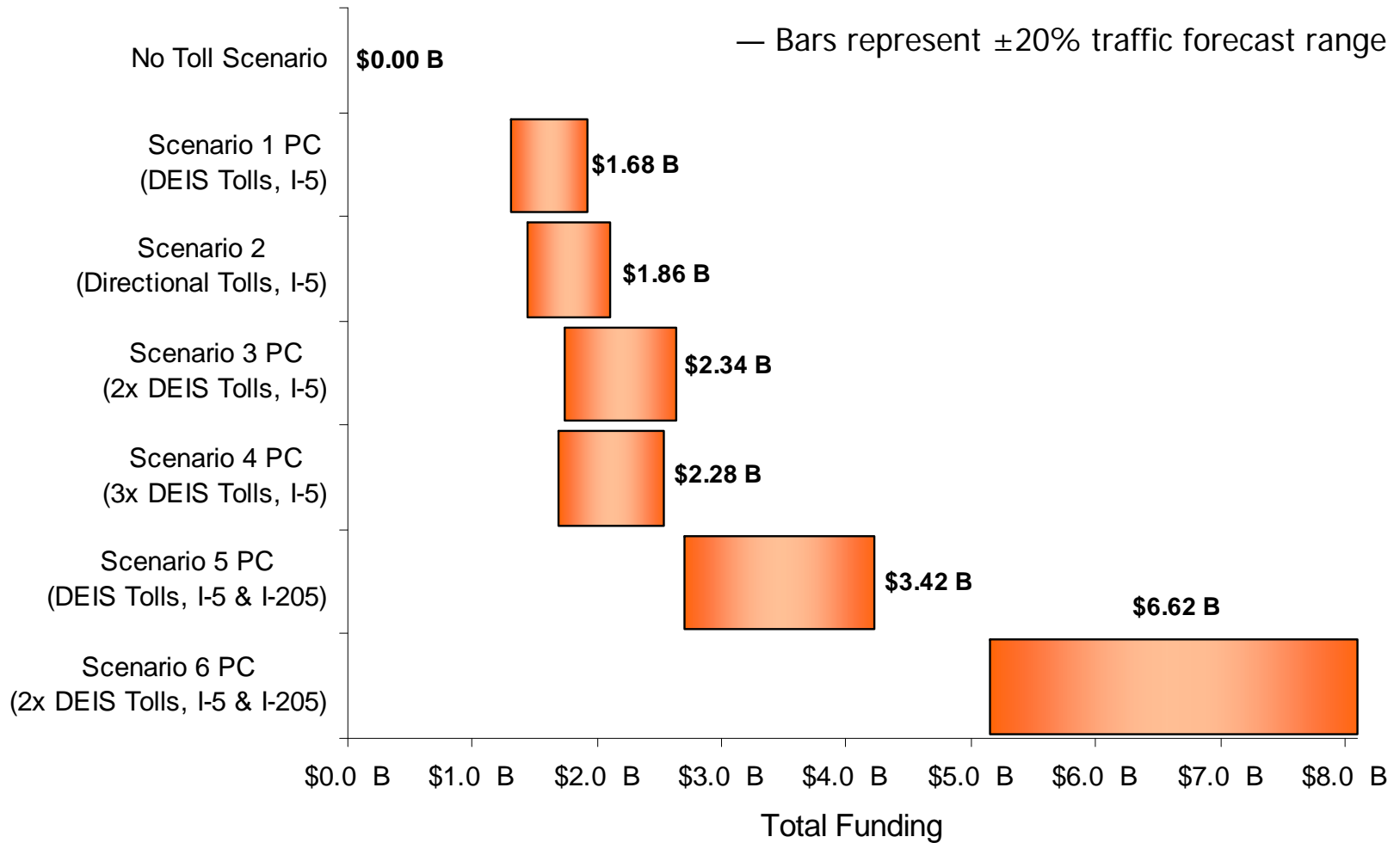
What We've Learned... Funding Contribution



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

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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