



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

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Tolling Study and Outreach Update

**Tolling Study Committee
October 1, 2009**

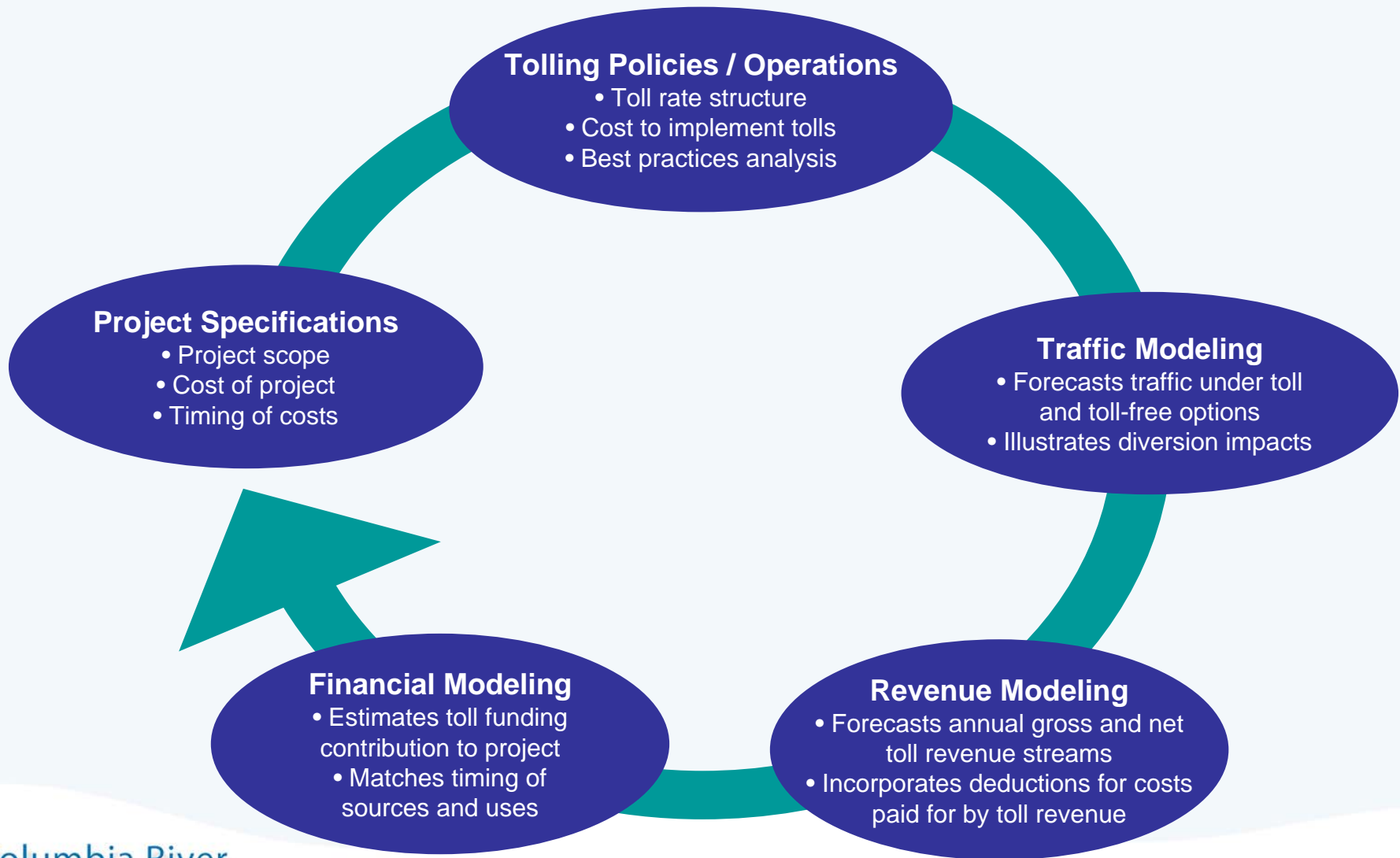


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Bi-state coordination



Determining project costs and funding



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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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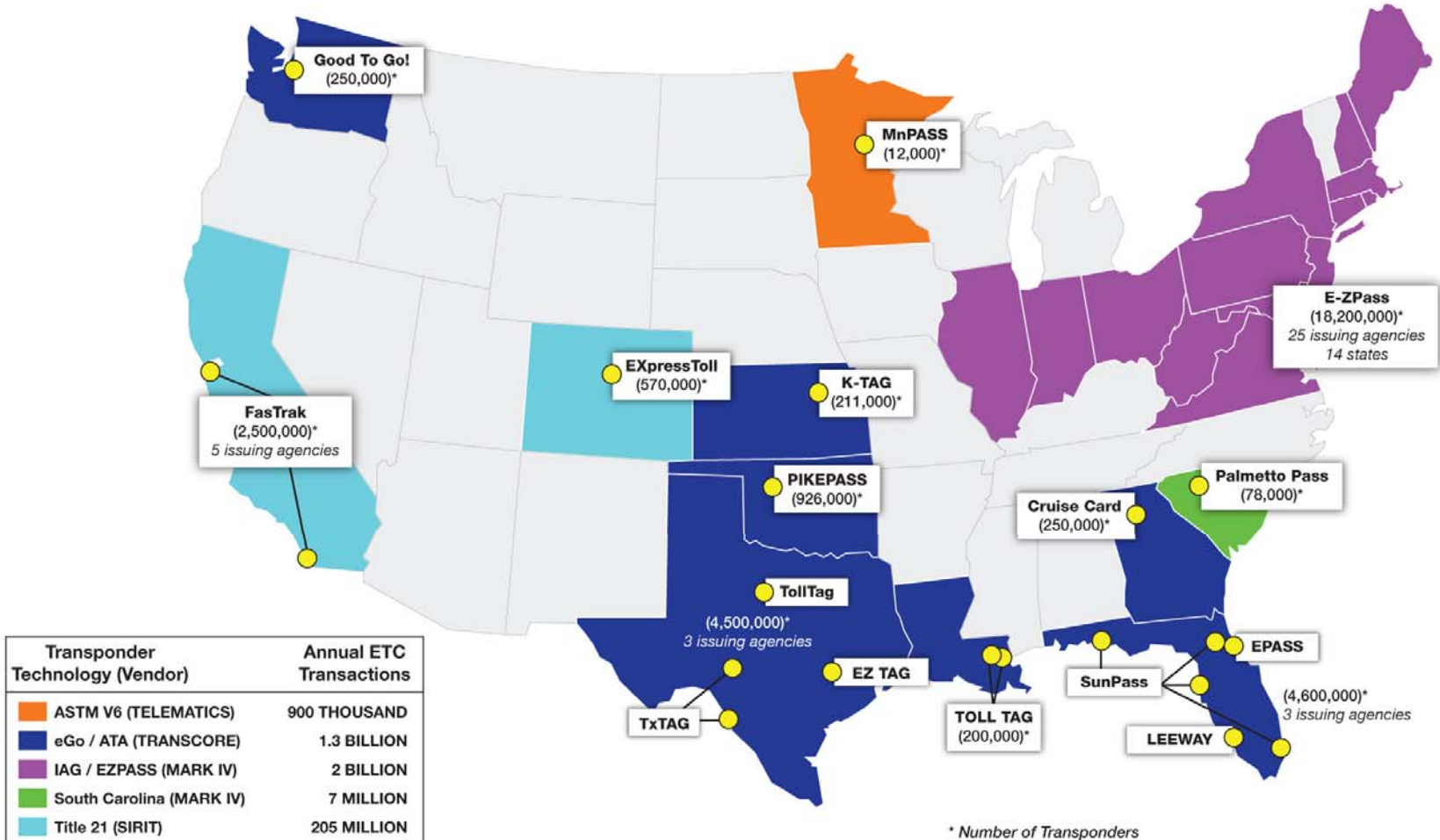
Technology and logistics



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