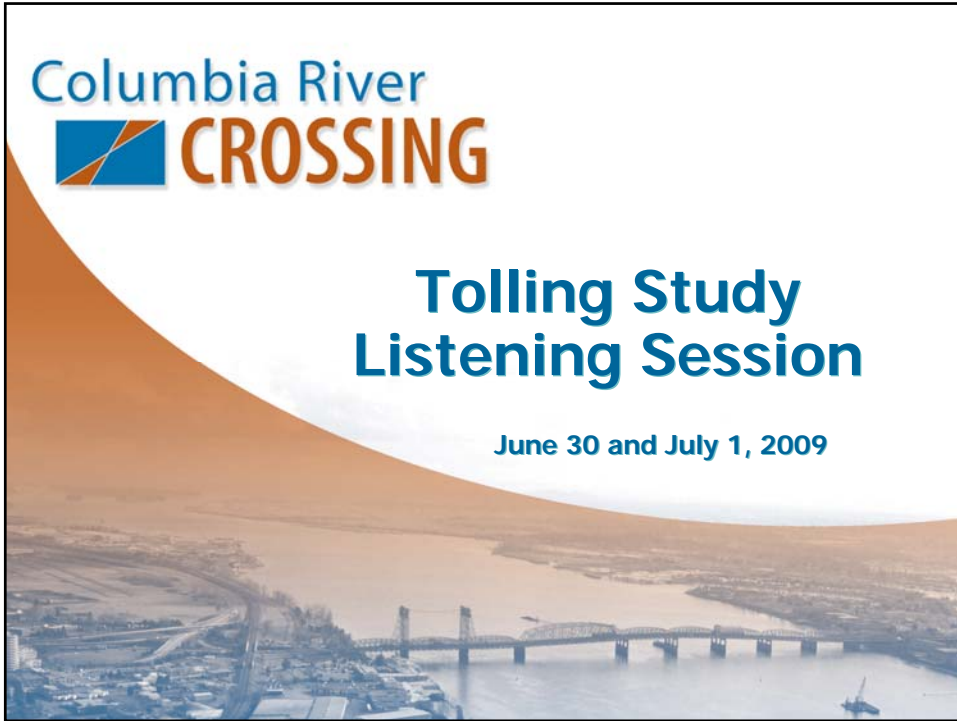


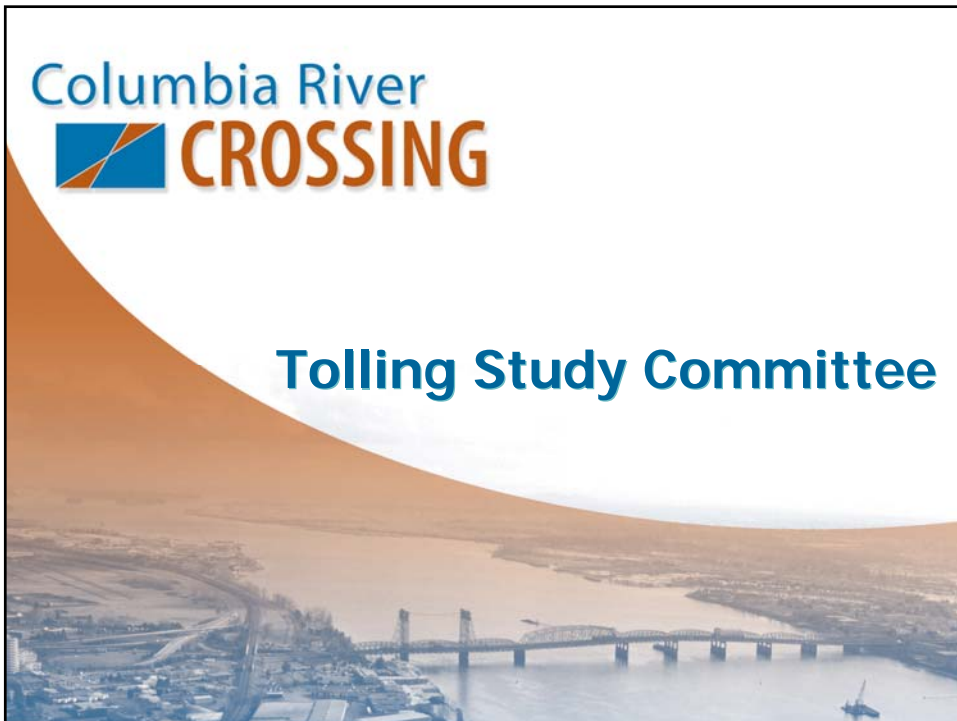


Tolling Study Listening Session

June 30 and July 1, 2009



Tolling Study Committee



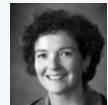
Tolling Study Committee Members



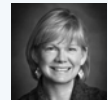
- Gail Achterman
 - Chair, Oregon Transportation Commission



- Matthew Garrett
 - Director, Oregon Department of Transportation



- Paula Hammond
 - Secretary, Washington State Department of Transportation



- Carol Moser
 - Chair, Washington Transportation Commission

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

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 - Design is outdated and vulnerable to earthquakes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



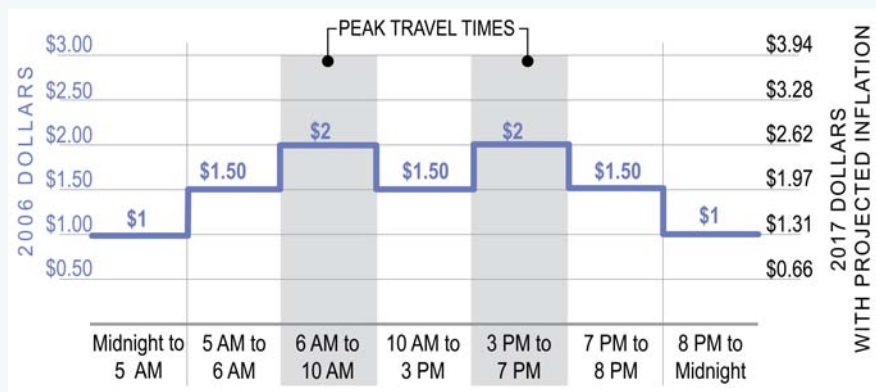
What We Studied...



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

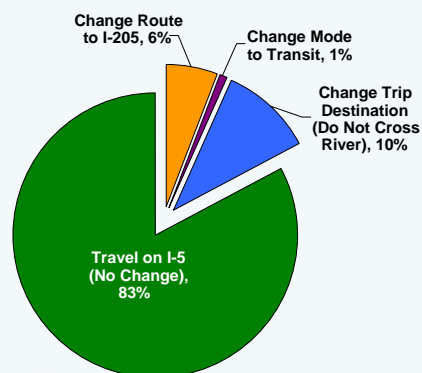
- Assumes new bridge; tolls not charged
- Cannot fund project without tolls
- Tolling during construction (beginning 2012):
 - Option could be added to any scenario to raise additional funds and manage congestion

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

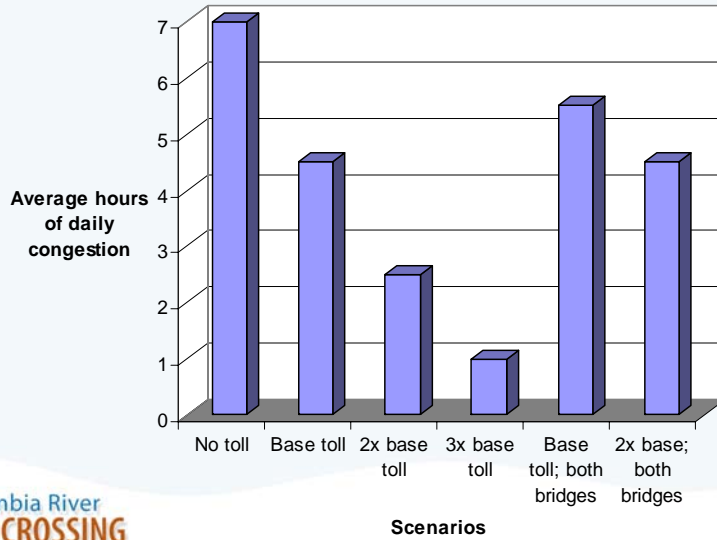


Travel patterns for tolls on I-5 (Scenario 1)

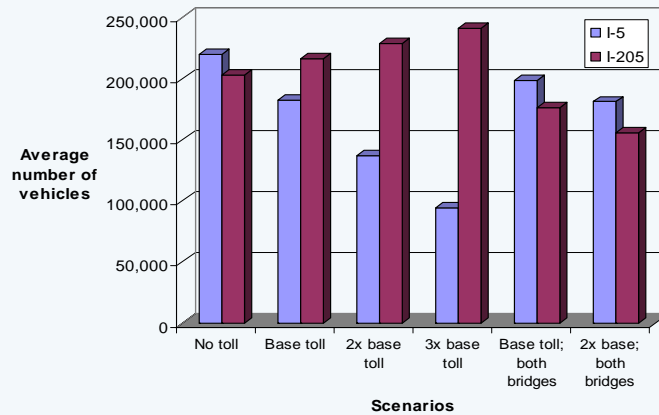
What happens to travel patterns if both I-5 and I-205 are tolled?

- 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?

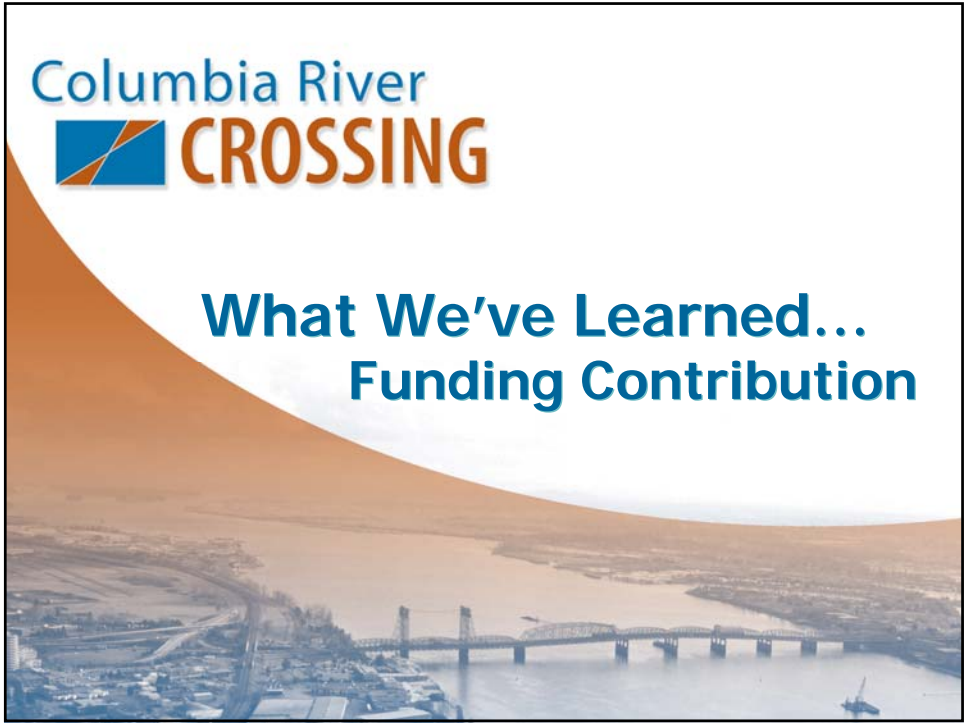


What happens to traffic volumes with tolls?

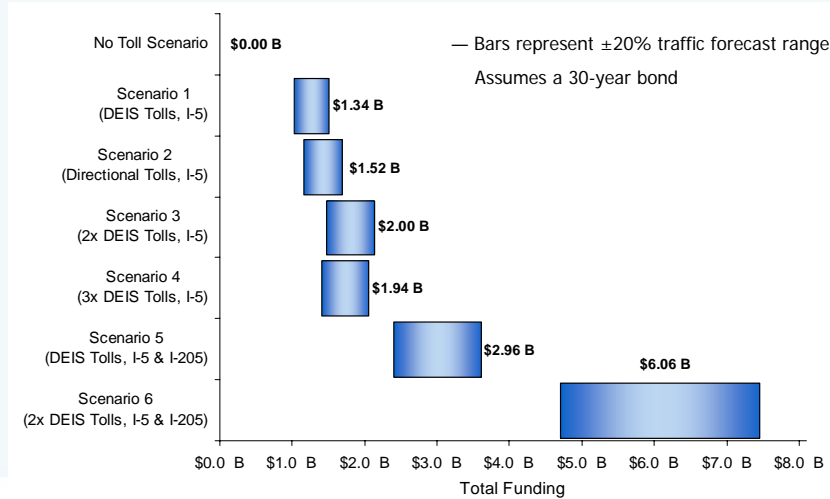


Columbia River CROSSING

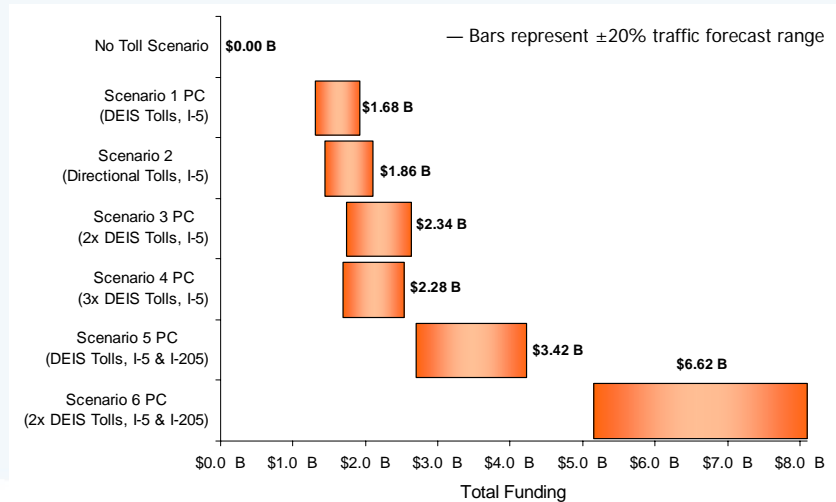
What We've Learned... Funding Contribution



Toll Funding Contribution Ranges — Tolling starts mid 2017



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



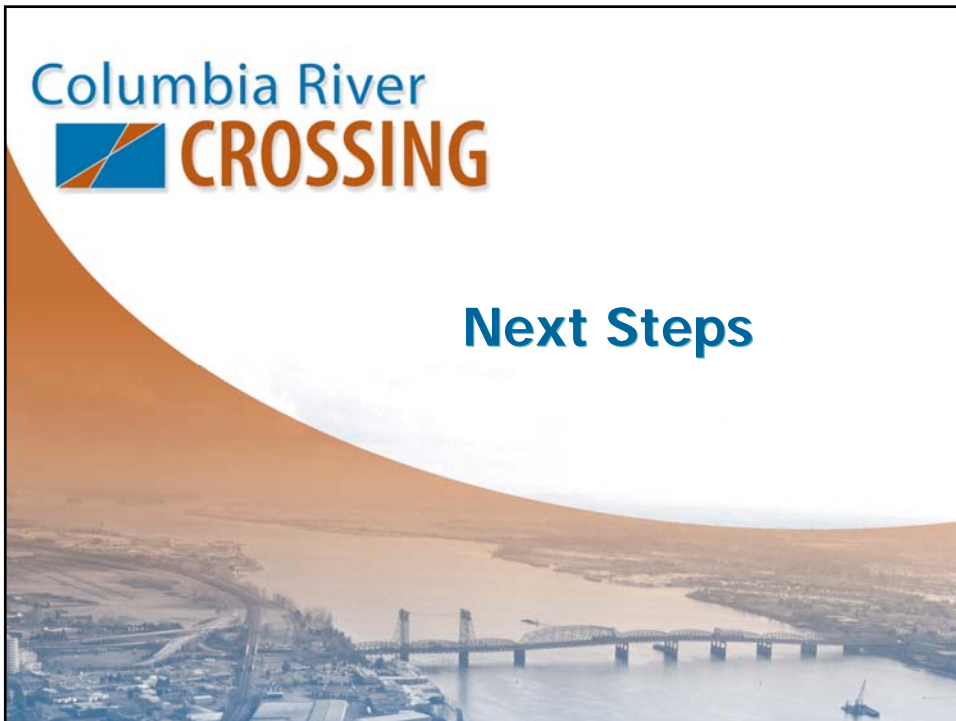
What we've learned so far....

- 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