Columbia River CROSSING

Meeting Agenda

MEETING TITLE: Project Sponsors Council

DATE: September 4, 10 a.m. to 12 p.m.

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

TIME	AGENDA TOPIC
10:00 - 10:05	Welcome/Agenda Review
10:05 - 10:10	Project Update
10:10 -10:15	Pedestrian / Bicycle Path Update
10:15 – 10:30	Tolling Study Committee and Outreach Update
10:30-11:00	Performance Measures Workplan
11:00-11:50	Design Refinements
11:50-Noon	Next Steps
Next Meeting: October 23rd, ODOT Region 1	

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.

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.

For detailed trip planning, please contact the two transit agencies: C-TRAN, www.c-tran.com, 360-695-0123, or TriMet, www.trimet.org, 503-238-RIDE

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.

Columbia River CROSSING Draft Meeting Summary

MEETING TITLE: **Project Sponsors Council (PSC)**

DATE: June 5, 2009, 10:00 a.m. – 12:00 p.m.

LOCATION: Oregon Department of Transportation, Region 1
123 NW Flanders St., Portland OR

ATTENDEES:

Adams, Sam	Mayor, City of Portland
Bragdon, David	Council President, Metro
Dengerink, Hal (Chair)	Chancellor, Washington State University, Vancouver
Garrett, Matthew	Director, Oregon Department of Transportation (ODOT)
Hammond, Paula	Secretary, Washington State Department of Transportation (WSDOT)
Hansen, Fred	General Manager, TriMet
Hewitt, Henry (Chair)	Past chair, Oregon Transportation Commission
Leavitt, Tim	Chair of the Board of Directors, C-TRAN
Pollard, Royce	Mayor, City of Vancouver
Stuart, Steve	Chair, SW Washington Regional Transportation Council

STAFF:

Brandman, Richard	ODOT CRC project director
Wagner, Don	Regional Administrator, Washington State Dept. of Transportation

Note: Meeting materials and handouts referred to in this summary can be accessed online at: http://www.columbiarivercrossing.org/ProjectPartners/PSCMeetingMaterials.aspx

Meeting summary approval

Co-chair Henry Hewitt welcomed PSC members and the audience. The draft meeting summary from May 4, 2009 was approved with no changes.

Project funding update

Richard Brandman, ODOT CRC project director, gave a status report on financial issues. He said CRC is still in the early stages when it comes to financing, as the project continues to refine designs, consider mitigation, and move toward the Final Environmental Impact Statement (EIS).

Brandman described the project's component costs: $1.2 billion for the replacement bridge, $1.9 billion for the highway improvements and interchanges; $850 million for light rail; and $100 million for the bicycle and pedestrian path and facilities.

This number, he said, will change over time as the project evolves. This is no different than any other large transportation project. CRC hopes to get one third of its revenue from tolls and the rest from the federal and state governments. The project is seeking $400 million from the federal highway bill and $750 million in federal funds for light rail. If successful, that would leave about $2.9 billion to secure from tolling and the states.

Brandman said the project is discussing two questions: First, what are reasonable options for securing the $2.9 billion? And second, is that the right amount to be seeking? The project is about to undertake a six-month public outreach effort on the topic of tolling, which will provide new information. There is no magic number from tolls; it could raise a wide range of revenues depending on several factors.

CRC is also examining ways to meet the project's purpose and need in ways that could cost less than described above. This could include possible reuse of existing infrastructure, including the North Portland Harbor Bridge; modifying design; phasing in interchange improvements; or examining the width of the

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bridge itself. There are ways to achieve the project's objectives while reducing some of the costs, Brandman said. The process will be transparent and will prompt a discussion of the right mix of revenues and costs.

Regarding the project schedule, Brandman said staff will return to the Project Sponsors Council to seek the Council's recommendation on how to proceed. By the fall, project staff will have firmer cost numbers after going through the exercise of reducing the project's cost while still meeting its purpose and need.

Discussion

Mayor Sam Adams asked staff at a future meeting to provide more information on the increments of cost savings for PSC consideration based on phasing of project elements (e.g. interchanges); size of project (e.g. lane widths, shoulders, number of lanes); and traffic performance.

Brandman replied that the project could provide a menu of savings for decision makers to choose from. For instance, reusing the North Portland Harbor Bridge could save $100-$200 million. More modest measures, such as allowing exceptions to design speeds, would save less money.

Mayor Adams asked whether everything, including the number of lanes, is on the table for reconsideration. Brandman said that is up to the PSC. The PSC already recommended "up to 12 lanes" during the March meeting. The recommendation, Brandman said, didn't specify lane widths or shoulder widths. Mayor Adams said he would like to see that included on the menu of choices for decision makers.

Co-chair Hewitt asked staff to provide an update at the July PSC meeting on the process of considering cost savings.

Councilmember Tim Leavitt said he understands the Washington legislature has been discussing the CRC project, and asked ODOT Director Matthew Garrett to discuss the Oregon legislature's position and funding commitment on the project.

Director Garrett said there has been a healthy discussion in the Oregon legislature about CRC. The project was not included in a recent package of transportation funding, but Director Garrett assured the PSC that Governor Kulongoski, the Oregon Transportation Commission, and others are committed to moving the project forward. It is still early for the legislature to be appropriating funds to the project, Director Garrett said.

Councilor Bragdon commented that the governor did identify funds in the original package and the legislature opted not to support those. Director Garrett reiterated that there is support for CRC and a ribbon will be cut on the project one day.

Secretary Paula Hammond said the Washington legislature did not have direct conversations about CRC, but discussed other issues such as state ferries and the gas tax. Starting the conversation with state transportation leaders will be important, she said.

Mayor Royce Pollard said there are concerns in both state legislatures, but there is support for the project and we simply need to go through our legislative processes.

Councilor Bragdon emphasized the opportunity to use performance measures to achieve the same outcome but in a more sophisticated way. Mayor Adams added that the cost/benefit measure will be important to him.

Tolling study

David Hopkins, director of government relations and communications for the tolling division of WSDOT, presented CRC tolling research to date and discussed public outreach planned in the coming months by the Tolling Study Committee. His full presentation is available in meeting materials online.

Hopkins said CRC tolling analysis and planning is based on two key concepts. First, tolling will be an important source of funding, along with federal and state dollars, to pay for construction and maintenance. Second, tolling will be implemented in a manner to help manage congestion.

Hopkins reviewed the role of the CRC Tolling Study Committee, which will report public comments and findings in January 2010. The report will not recommend toll rates or a financing plan.

He reviewed what the project has learned about tolling, including availability of new technologies, how travel patterns are affected by tolling, and how toll revenue generation is related to traffic levels, the toll rate, and when tolling begins. He explained the concept of variable tolling.

Brent Baker of Parsons Brinckerhoff continued the presentation by discussing the six preliminary tolling scenarios analyzed, four of which would toll I-5 and two of which would toll both I-5 and I-205. Baker explained these six scenarios, which included some analyzed in the Draft EIS and others developed since that document's release. Hopkins discussed what happens to travel behavior under the toll scenarios. If I-5 is tolled, the majority of bridge trips stay on I-5, with only six percent diverting to I-205.

Hopkins and Baker discussed the six scenarios and how toll rates affect traffic and the ability to raise revenue. Tolling both the I-5 and I-205 bridges doubles the funding contribution of tolls. But there is a tipping point beyond which higher tolls reduce revenue. Baker showed a graph illustrating the point at which tolling decreases traffic congestion and maximizes revenue.

Lastly, Hopkins reviewed the public outreach schedule for the tolling study, including project open houses on June 23 and 24 and tolling listening sessions on June 30 and July 1.

Discussion and action items

The group discussed the presentation and requested action items for follow up.

Commissioner Stuart asked what the recovery rate is for collecting tolls from drivers without transponders. Hopkins said it decreases as you get farther away from the state of origin. There would be business rules establishing when it remains cost-effective to collect and when it does not. The project will provide more information on the range of recovery rates.

Director Garrett asked if there are other projects in place using 100 percent open road tolling. Hopkins said yes, in Toronto and Texas, and there are other projects planning to transition to open road tolling.

Mayor Pollard wondered what options will exist for people who don't live in the area. He suggested having a kiosk to purchase a temporary transponder at rest areas just before the bridge.

Mayor Adams asked what privacy safeguards will be in place and suggested that drivers should be able to set up an anonymous account and pay tolls using cash. Hopkins said that option is feasible and that under Washington State's Good to Go system, license plate data can only be released by court order.

Mayor Adams asked whether 100 percent license plate recognition technology could be used in collecting tolls instead of transponders. Staff said it is possible but involves significantly higher costs than using transponders.

Councilmember Leavitt wondered how many discretionary trips are made during peak travel times and doubted whether tolling can reduce discretionary trips during peak travel times for those, such as commuters, who have to travel during rush hour. Hopkins said there is trip survey work being conducted now, so more data will be available in the future. Don Wagner added that the p.m. peak is different than the a.m. peak, with more discretionary trips initiated throughout the day and returning back in the p.m. peak. We have data and will find out more from our license plate surveys, he said.

Commissioner Stuart asked the project to include a "no toll" scenario in materials at listening sessions to allow the public to see a full range of the options. He wants to show how traffic flow improves with tolls and also the large funding gap that would exist without tolls. Secretary Hammond and others said it should be made clear to the public that the project likely wouldn't be built without tolls. PSC members agreed to recommend this change to staff.

Mayor Adams asked staff to provide information in the tolling scenarios about how pre-completion tolling on the existing bridge ("early tolling") might work and its effects on traffic performance.

Co-chair Hewitt said he is curious about the relationship between toll cost and public transit fare cost. Mayor Adams wondered what would be the cost levers to boost transit ridership. The group discussed the one percent of users who would change their mode to transit solely as a result of the toll. Councilmember Leavitt felt this was very low. Brandman clarified that light rail would have 20 percent mode share when

the project is built. The one percent shift (shown in the presentation's pie chart) just reflects the added shift to transit due to tolling.

Fred Hansen said there are many reasons people shift to riding transit other than cost.

Commissioner Stuart asked staff to clarify how many years tolling will need to be in place. Baker said it assumes 30 years of financing and toll collection, starting in 2017. Tolling during construction could add another $340 million at a minimum. Secretary Hammond said the SR 520 project will begin tolling during construction because there was public support for this "down payment" as it results in a lower financing cost.

Secretary Hammond said the tolling listening sessions will help determine whether we've looked at all the scenarios and whether we'll need to introduce new scenarios to examine in the fall.

Co-chair Hewitt asked whether demographic information should be captured as part of the public comments on tolling.

Councilor Bragdon made four requests for staff follow up. First, he said the project needs to conduct some kind of user survey and also a more scientific survey of the population generally, since people who attend open houses are not necessarily representative of consumer behavior. Second, tailored outreach is needed to the freight and warehousing industry, due to the economic importance of I-5 for freight. Third, the project should provide information on freight mobility and economic effects based on each tolling scenario. Fourth, make the outreach process iterative and provide information about what we heard from the first round of feedback. This should include information about the tradeoffs and value of tolling for the individual to ensure greater public understanding and support.

Mayor Pollard would like the public meetings on tolling to include some question related to potential discounts for some groups of drivers such as seniors or for others via employer incentives. Secretary Hammond said the Transportation Commission sets the toll rates, so how Oregon and Washington work together is yet to be determined. Washington is looking at equity issues, she said, but it's important to consider both states' tolling policies. Co-chair Hewitt wondered if these issues should be considered in the tolling scenarios. Hopkins said that was done on the 520 project. The group agreed that should be considered for CRC, too.

Commissioner Stuart asked about data from the project's recent license plate surveys. Wagner said the project will be using that data, plus information from a forthcoming stated preference survey that asks more directly about tolling. Both surveys will feed into the tolling analysis.

Stuart asked if there will be an opportunity in tolling listening sessions for the public to learn how tolls will be set, given the different processes for the two states. He said a blueprint for how it works would be helpful for the public.

Stuart asked the project to provide an "other" category for public comments, such as if someone wants to submit a comment supporting an income tax deduction for Washington residents who work in Oregon and pay Oregon state income tax.

Mayor Adams asked the project to conduct research on using incentives for different types of vehicles crossing the river, such as whether incentives could be given to use electric vehicles. He also asked the project to explore the feasibility of toll rebates for seniors or low income users, similar to an earned income tax credit.

Councilmember Leavitt said many of the people he has talked to are not supportive of paying a toll, especially those with low incomes. He said he understands the concept of paying to ensure reliability, but if we put tolls as high as $6, there is going to be an influx of need for more housing in the Portland area and for more jobs in the Vancouver area. Leavitt said he would be curious to know if study has been done on how tolls that high would affect both low income people and Oregon state revenues. Co-chair Hewitt said he doesn't want anyone to think a $6 toll is being set. These scenarios are for discussion purposes only, he stressed.

Commissioner Stuart asked staff to include information on greenhouse gas emissions and air quality in the tolling scenarios, since adjacent communities will be impacted.

Update on number of bridges

Ron Anderson, CRC consultant project manager, said there are currently 15 CRC project working groups and technical committees, with over 100 citizen volunteers serving on them, to reach recommendations on a number of issues, one of which is bridge design.

Anderson presented slides showing the three bridge and two bridge concepts. He listed considerations for this decision, including environmental footprint, engineering features, cost effectiveness, visual impact, and others. The project believes a two bridge structure would cost less than a three bridge option, though the engineering challenges and uniqueness of the structure may affect that. Ultimately, the Federal Highway Administration will decide on the type, size, and location of the bridge. The project is working closely with FHWA and the Federal Transit Administration on these matters.

The CRC Urban Design Advisory Group made a strong recommendation for a two bridge option and continues to work on concepts. There are options for bikes and pedestrians to be either below the highway deck or on the deck next to highway traffic. The concept below the highway would provide a path over 20 feet wide for bikes and pedestrians.

Staff asked PSC members to discuss or give approval to move forward on the two bridge scenario.

Commissioner Stuart said that for reasons including environmental impact, cost, access to waterfront, and others, he supports the two bridge option.

Mayor Adams said he would like to see a prioritized recommendation from the CRC Pedestrian and Bicycle Advisory Committee with their assessment of pros and cons on both the two and three bridge options. The issue of how to "program" the path with active uses will be important for a future discussion. He also wants to know if having transit and bikes on the top deck is possible, with cars on the bottom deck. For this to pass muster, he said, there will have to be mesh caging on both sides.

Co-chair Hewitt made a motion asking for all those in favor of supporting the two bridge option. Support for the two bridge option was unanimous.

Performance measures

Richard Brandman referred to the memo titled *Performance Measures Advisory Group Membership*. The group will include outside technical experts who are still under consideration for selection. The Performance Measures Advisory Group (PMAG) will begin meeting in late June.

Discussion

Mayor Adams said Portland City Council has recommended that the PMAG also include someone with expertise in environmental quality and health. Councilor Bragdon seconded that. Mayor Adams also suggested someone with an integrated approach to the concept of active management in transportation. He'd like the project to look at other cities with a body in place similar to the proposed Columbia Crossing Mobility Council.

Councilor Bragdon asked for clarifications on how the PMAG would operate: Will they take votes? Is there a chair? Is there the budget to bring in other technical experts on a case by case basis? He sees a distinction between the local agency staff and the outside experts. Brandman agreed this is a good suggestion to have experts come in and out as needed, and will discuss it with the group's facilitator.

Other matters

The group discussed three other matters.

- **Ports' participation**: Mayor Adams asked the project to seek participation at future PSC meetings from the Port of Portland and Port of Vancouver. He suggested having a couple of port liaisons in the audience at future meetings so the PSC can hear their input.
- **Improving the rail corridor**: Co-chair Hewitt said a letter was submitted by Jim Howell regarding the importance of improving the rail corridor. PSC members agreed they can be a voice for supporting improvements to rail.

- **Future PSC meetings to be videotaped**: Commissioner Stuart asked the PSC if they would be comfortable having future meetings videotaped so the public can follow these important discussions. The group agreed. Commissioner Stuart is making arrangements for Clark-Vancouver Television to videotape future meetings held in Vancouver.

Next meeting

Friday, July 17, 2009 | 10:00 a.m. – 12:00 p.m. (CANCELLED)

Washington State Department of Transportation (WSDOT)
11018 NE 51st Circle, Vancouver, WA 98682

Columbia River CROSSING

Discussion Items and Questions from June 5, 2009 Project Sponsors Council Meeting

Discussion Items and Questions	Response:
Increments of cost savings: Provide increments of cost savings: ▪ phasing of project elements (e.g. interchanges) ▪ size of project (e.g. lane widths, shoulders, number of lanes) Performance goals (Adams)	Increments of cost savings by project element will be presented to PSC during their next two meetings. CRC is conducting preliminary analysis of phasing options and will be prepared to provide a progress report on what is being evaluated at the September meeting. CRC staff recommendations to PSC are expected later in the fall.
Next update: Provide update at July PSC on process and considerations (Hewitt)	In September we will be providing information on the work currently underway as described above.
"No toll" scenario: Include a "no toll" scenario in tolling study to allow the public to see a full range of the options. Show how traffic flow improves with tolls and also the large funding gap that would exist without tolls. Be clear with public that project likely wouldn't be built. (Stuart, with consensus)	A no toll scenario is being included when discussing tolling scenarios with the public. Traffic information (average daily traffic volumes and hours of congestion) and funding implications (no tolling contribution) is also included.
Pre-completion tolling: Analyze effects of pre-completion tolling on the existing bridge ("early tolling") and the effects to traffic performance. (Adams)	A detailed traffic diversion analysis for pre-completion tolling scenarios has not been conducted at this time. An estimate of a percentage of diversion and a percentage of "trips not made" for a total trip reduction of approximately 10 to 15 percent could be made based on other existing data.
Recovery rates for those who don't pay: Provide information on the range of recovery rates for collecting tolls from people without transponders. (Stuart)	Typically toll operators don't give out information on recovery rates because of potential jeopardy in allowing the public to understand acceptable delinquency rates, combined with their fiduciary responsibility to bondholders. However, anecdotal information indicates the number of those who don't pay could be in the 5 to 6 percent range. At Tacoma Narrows Bridge, the percentage of users not paying is about one percent, but this involves a combination of transponders and cash collection at toll booths. Cost of collection and enforcement must be weighed against potential loss of revenue. CRC proposes 100% electronic collection by use of transponders and license plate recognition. For SR 520 in Seattle all electronic tolling will feature multiple methods for users to pre-pay and be

	identified by license plate. Typically, the operator sets the administrative fee for receiving a bill to at least cover the additional collection costs plus any anticipated lost revenue from non-payment. SR 470 in Denver recently went to 100% electronic tolling. For the entire 47 mile route, a two axle vehicle will pay an $11 toll if they have a transponder, and a $12.25 toll if license plate recognition is used. Presumably the $1.25 difference covers the administrative fees which include those who don't pay.
Infrequent users: Provide the potential options for people who don't live here to pay toll. Evaluate the use of a kiosk at rest areas near the bridge to purchase a temporary transponder. (Pollard)	The cost of transponders is decreasing and some form of "temporary transponders" may be available as a payment method when Columbia River Crossing begins tolling. Multiple methods for users to pre-pay and be identified by license plate will also be available.
Privacy safeguards: Identify safeguards for protecting people's privacy. Identify the options that will exist for anonymous, cash payments. (Adams)	WSDOT currently allows for anonymous accounts on the Tacoma Narrows Bridge, and other agencies have found similar ways to protect this information.
License Plate Recognition: Evaluate the potential for 100 percent license plate recognition technology to be used instead of transponders (Adams)	License plate toll collection costs more per transaction than transponder tolling primarily due to additional labor to identify plates not automatically read. In addition, license plate toll collection has a little more loss potential because some plates are obscured, or from other states that may not have reciprocal identification agreements. If 75% of the vehicles have transponders, it would reduce the number of license plate look-ups to 15 million a year. This is a significant cost savings to the states for administration and billing.
Tolls vs. transit fares: Provide information about the relationship between toll cost and public transit fare cost (Hewitt) and the potential for toll cost increases to boost transit ridership. (Adams)	Adding light rail to the project area increases the transit mode share. According to the Draft EIS, under the no build scenario in 2030, there would only by 8,800 daily transit trips. Under the build scenario, in the same year, there would be18,200 daily transit trips with a toll and 16,700 daily transit trips without a toll. With a toll, further transit increases would be limited by the capacity of park-and-ride facilities. The primary way to increase transit ridership would be through transit oriented development and system expansion.
Incentives for electric vehicles: Provide information on using incentives for different types of vehicles crossing the river, such as whether incentives could be given to use electric vehicles (Adams)	Information on possible discounts or incentives used nationwide will likely be discussed at a future Tolling Study Committee meeting.
User surveys: Implement user surveys to fully represent consumer behavior beyond those that attend open houses: ▪ Participant self-selected user survey (e.g.	Public opinion about tolling as a way to fund, build and manage the CRC project will be a primary objective over summer and fall. Opinion will be sought at open houses, listening sessions, summer festivals, community presentations and via email and an online comment form. The web survey (http://survey.columbiarivercrossing.org) was launched August 18 and will continue through October. It will be advertised via online banner ads, email and print newsletters and a

web-based) ▪ Scientific survey of the population generally. (Bragdon)	high response rate is anticipated.
Freight and economic effects: Provide information on freight mobility and economic effects based on each tolling scenario. (Bragdon)	The following summary presents how many hours of the peak freight travel period (9 am – 3 pm) will be affected by congestion for the different toll scenarios in the southbound direction of I-5. - The No Toll Scenario will have 3 hours of congestion during the peak freight travel period. - Scenario 1 (Base toll) will have 2 hours of congestion during the peak freight travel period. - Scenario 3 (2 x Base toll) will have 1 hour of congestion during the peak freight travel period. - Scenario 4 (3 x Base toll) will have 0.5 hour of congestion during the peak freight travel period. - Scenario 5 (Base toll both bridges) will have 2.5 hours of congestion during the peak freight travel period. - Scenario 6 (2 x Base toll both bridges) will have 2 hours of congestion during the peak freight travel period.
Freight and warehousing outreach: Conduct specific outreach with an emphasis on the freight and warehousing industries, due to the economic importance of I-5 for freight. (Bragdon)	CRC is currently conducting a "Stated Preference Survey" that includes a commercial vehicle survey questionnaire that will provide information about vehicle classification, type of goods, and other relevant information about commercial travel. We are collecting information on site at the region's major commercial venues and locations. Presentations will be offered to freight representatives and business groups in Oregon and Washington. Comments will be collected and compiled from these groups. Two freight forums on tolling were held August 18 at the Port of Portland and the Port of Vancouver. About 65 people attended the events, including representatives of national and local companies.
Feedback loop with public: Make the outreach process iterative and provide information about what we heard from the first round of feedback. Also provide information about the tradeoffs and value of tolling for the individual to ensure greater public understanding and support. (Bragdon)	Tolling information will be presented to describe regional and individual benefits to the extent possible. Listening sessions occurred on June 30 and July 1. Ongoing outreach includes presentations, information booths at fairs/festivals, web content and email updates. CRC is providing multiple opportunities to let the public know what we've been hearing. Public comment information will also be posted online.
Toll discounts for certain groups: Include a question at public meetings related to potential discounts for some groups of drivers such as seniors or for others via	CRC recognizes the need to evaluate a wide range of tolling effects, including issues of equity. Discussions are anticipated about the pros/cons of the tolling scenarios and feedback will be requested about all elements of the scenarios including the rates. At this point, CRC assumes a set rate for autos, regardless of the driver's age and including emergency response vehicles.

employer incentives. (Pollard) Explore the feasibility of toll rebates for seniors or low income users, similar to an earned income tax credit. (Adams)	Freight trucks would pay a higher toll than autos. Transit riders, bicyclists and pedestrians would not pay the toll. Currently, the two Transportation Commissions set toll rates in their respective states. On other recent projects in Washington, group discounts for specialized groups have not been instituted, other than differential pricing for those who choose to use electronic toll payments (transponders) instead of cash.
Effect on Clark County residents and Oregon tax collection: Discuss mitigation during tolling outreach. Analyze effects of $6 toll on lower income residents and Oregon state revenues. (Leavitt)	Issues of equity and mitigation are expected topics of discussion during the tolling outreach.
Blueprint for how tolls are set in each state: Provide information in listening sessions about how tolls will be set, given the different processes for the two states. (Stuart)	In Washington, this has varied somewhat by toll facility historically, with the common thread that the Transportation Commission sets the actual rates within any boundaries provided by the Legislature. A key point to make is that the underlying financial plan will likely have a significant impact on toll rate setting decisions, since the tolls will need to be set/escalate to ensure that sufficient funding can be provided and that debt service payments can be met over time.
Greenhouse gases and air quality information: Include information on greenhouse gas emissions and air quality in the tolling scenarios, since adjacent communities will be impacted. (Stuart)	The current scope for air quality analysis in the Final Environmental Impact Statement includes a work process to determine whether any air quality standards would be violated and to estimate the emissions in different sub-areas along I-5. Given the results of the previous Draft EIS analysis, which showed substantial reductions in future emissions of all relevant pollutants and improvements for all adjacent communities, adverse impacts and violations are highly unlikely for any tolling scenario. Substantial differences in emissions among various reasonable tolling scenarios are also unlikely. However, a tolling scenario that results in significant diversion may make a difference. We can evaluate the sensitivity of emissions to different tolling scenarios by reviewing the traffic data for each scenario and use that information to compare the air quality impacts of various scenarios. The approach will be similar for greenhouse gas emissions, except that they are evaluated only on a broader geographic scale rather than by sub-sections of the corridor.
Public comments under "other": Provide an "other" category for public comments, such as if someone wants to submit a comment supporting an income tax deduction for Washington residents who work in Oregon and pay Oregon state income tax. (Stuart)	Project comment forms will have plenty of room for "other" comments. The public is also encouraged to submit comments at any time via email, web site or mail.

Columbia River CROSSING

Memorandum

August 28, 2009

TO: Columbia River Crossing Project Sponsors Council

FROM: David Parisi, Facilitator, CRC Pedestrian and Bicycle Advisory Committee (PBAC)

SUBJECT: PBAC recommendation on bridge type, maintenance and security

Background

The CRC Pedestrian and Bicycle Advisory Committee (PBAC) was established to guide the development of improvements for people who walk or cycle in the project area. The committee brings together community members and agency representatives to develop recommendations for enhanced facilities and connections.

The committee has held 28 meetings since March 2007. They have conducted field reviews, developed design guidelines, assisted in development of user projections, and researched "world class" pathways. They have held several workshop-style meetings to map out pathways and connections across the bridge, through highway interchanges, along streets, and to/from future light rail park and ride lots. Committee members will continue to advise the project on design refinements.

Recommendation on bridge type, maintenance and security

After a rigorous screening process over many meetings, PBAC recommends a two-bridge, covered path instead of the exposed path alongside highway traffic. Please see the attached matrix.

At their meeting on August 26, 2009, PBAC voted 11 to 1 in support of the following recommendation:

> *"Provided the Columbia River Crossing Project Sponsors Council makes a commitment to PBAC's recommendation for a maintenance and security program, the PBAC would support the two-bridge, covered path option."*

Most of the groups have conditioned their support on having a specific maintenance and security plan for the path. Groups are submitting individual letters outlining their recommendations. The attached PBAC document titled *PBAC's Recommendation for a Maintenance and Security Program* contains more detail outlining what they believe is necessary in order for the path to be safe, secure, and well maintained.

Members present and voting at PBAC meeting, August 26, 2009:

1. April Bertelsen, City of Portland and Portland Pedestrian Advisory Committee (on behalf of Rod Merrick)
2. Kyle Brown, Community Choices
3. Ken Burgstahler, Washington State Department of Transportation
4. Jennifer Campos, City of Vancouver
5. Basil Christopher, Oregon Department of Transportation
6. Seanette Corkill, Arnada Neighborhood Association
7. Leslie O'Rourke, National Park Service (on behalf of Bob Cromwell)
8. Joe Greulich, Clark County Bicycle Advisory Committee
9. Michelle Poyourow, Bicycle Transportation Alliance
10. Mark Ginsberg, Portland Bicycle Advisory Committee (on behalf of Shayna Rehberg)
11. Walter Valenta, Bridgeton Neighborhood Association

Members absent from meeting but voted via email (in favor of Option B):

12. Lisa Goorjian, Vancouver-Clark Parks and Recreation
13. Debbie Elven-Snyder, C-TRAN

Attachments

1. Matrix showing comparison of pathway options between Hayden Island and downtown Vancouver
2. PBAC's Recommendation for a Maintenance and Security Program

Comparison of Pathway Options for I-5 Columbia River Bridge between Hayden Island and downtown Vancouver

Pedestrian and Bicycle Advisory Committee—August 2009

	Option A: Three Bridge	Option B: Two Bridge Pathway under deck	Option C: Two Bridge Pathway on top deck	
■ SAFETY AND PERSONAL SECURITY ■				
"Eyes on the street"	◑	○	●	Option A would have some visibility from light rail. Option C would have regular visibility from the highway.
Minimize exposure of pedestrians and bicyclists to vehicles and/or transit	◑	●	○	Option A exposes pathway users to light rail. Option B would not expose pathway users to motorized traffic and transit. Option C exposes pathway users to highway traffic.
Separate pedestrians and bicyclists	◑	●	◑	Option B, the widest, would provide the most potential for separation between modes.
Separate "commuter" and "recreational" bicyclists	◑	●	○	Option B, the widest, would provide the most potential for separation between different types of bicyclists.
Reduce/eliminate at-grade crossings with vehicles and transit	S	S	S	All options would provide a grade separated pathway.
Provide railings between users and vehicles/transit and water	S	S	S	All options would provide barriers and railings that meet current height standards.
Provide sufficient pathway lighting	S	S	S	Compared to Option B, Options A and C would provide better lighting during daylight, but worse at night.
Potential to provide security cameras and phones	S	S	S	All options have the potential to provide security cameras and phones.
Potential to post ordinances, applicable laws and agency contact information	S	S	S	All options could post applicable laws, ordinances and agency contact information.
■ DESIGN ■				
Exceed ODOT/WSDOT multi-use path 'desirable' width standards (16 feet)	◑	●	○	Option A: one 16' path, Option B: one 24' path, Option C: two 12' paths. Standard ODOT/WSDOT multi-use path widths are 14'.
Comply with ADA standards for grade (≤ 5%) and cross-slope (≤ 2%)	S	S	S	All options would meet ADA standards for grade and cross-slope.
Maximizes design principles of Crime Prevention Through Environmental Design (CPTED)	◑	○	●	CPTED principles performance increases as multi-use pathway user visibility is maximized.
Minimizes elevation of path over river and changes in grade. Ability to maximize proximity to river.	○	◑	○	Option B would have the lowest multi-use pathway height that meets Coast Guard navigation standards.
Minimize travel on long grades	◑	●	○	Travel time on long grades increase as height of pathway increases.
Maintain required sight distances for applicable design speeds	S	S	S	All options would have the required sight distance for the applicable design speed.
Minimize turns and provide for comfortable turning on access/egress ramps	◑	●	◑	Option B would have fewer turning areas on ramps than Options A or C.
Meet overhead clearance standards (10 feet)	S	S	S	All options would meet the clearance standard.
Potential to be constructed with non-skid surfaces for traction	S	S	S	All options could use non-skid surfaces.
Planned for future capacity, flexibility and versatility	◑	●	○	All options could accommodate forecasted demand. Option B provides the most flexibility for accommodation.
Ability to provide emergency response/maintenance vehicle access to the pathway	◑	◑	●	Option C would provide the easiest access as it is adjacent to the highway. All options would be accessible to emergency response and maintenance vehicles.
Potential maintenance and operations costs	●	○	◑	Option B would likely have slightly higher operating costs because it would require more maintenance and security upkeep.
Overall cost	◑	●	○	Option B is the lowest cost to build because it requires less structure cost than Option A or C. Option A would be at least $50M more, and Option C would be at least $75M more.

*Option A is included for reference. The Project Sponsors Council recommended in March 2009 to move forward with a two bridge design.

S
All Similar

○ ◑ ● → Better

Columbia River CROSSING

August 2009

Comparison of Pathway Options for I-5 Columbia River Bridge between Hayden Island and downtown Vancouver

Pedestrian and Bicycle Advisory Committee—August 2009

	Option A: Three Bridge	Option B: Two Bridge — Pathway under deck	Option C: Two Bridge — Pathway on top deck	
■ CONNECTIONS ■				
Distance from beginning of descent from path over Hayden Island to Hayden Island Drive, west of I-5	◑	●	◑	Option A: 1050', Option B: 575', Option C: 1000'.
Distance from beginning of descent from path over Hayden Island to intersection of Hayden Island Drive/Jantzen Drive, east of I-5	◑	●	◑	Option A: 2535', Option B: 2060', Option C: 2485'.
Distance from beginning of descent from path over Vancouver to Esther Short Park in downtown Vancouver	●	◑	●	Option A: 2300', Option B: 2500', Option C: 2200'.
Distance from beginning of descent from path over Vancouver to Vancouver waterfront	◑	●	○	Option A: 1400', Option B: 1200', Option C: 1700'.
Minimize river crossing time	●	●	◑	Option A: 9.30 minutes (1.55 miles), Option B: 9.12 minutes (1.52 miles), Option C: 12.12 minutes (2.02 miles). Travel times are based on an average bicycling speed of 10 mph.
Potential to provide way-finding and directional signage	S	S	S	All options would include way-finding and directional signage.
■ QUALITY OF EXPERIENCE ■				
Potential to provide amenities such as restrooms, benches, trash cans, info kiosks, public art, end of trip and park & ride facilities, etc.	◑	●	◑	All options would have the potential to provide amenities. Option B would have more potential as amenities could be designed into the infrastructure.
Minimize noise	◑	●	○	Noise measurements have shown that an under deck pathway similar to Option B would have at least a 5-10 dbA noise reduction compared to Option A, which would be similarly reduced from Option C.
Minimize exposure to vehicle exhaust	◑	●	○	Vehicle separation in Option B would minimize multi-use pathway users exposure to exhaust.
Protection from debris/"kick-up"/splatter	◑	●	○	Vehicle separation in Option B would minimize multi-use pathway users exposure to debris/kick-up/splatter.
Protection from bird droppings	S	S	S	All options would have a similar amount of protection from bird droppings.
Wind protection	○	◑	○	Option B provides the most wind protection because the under deck location and the top deck overhang reduce exposure to wind.
Rain protection	○	●	○	Option B provides the most rain protection because of the under deck location and overhang reduce exposure to rain.
Headlight glare protection	◑	●	○	Option B provides the most headlight glare protection because it is separated from vehicle and transit traffic.
Potential for natural light, open sky crossing and sense of openness	●	◑	●	Options A and C would be open to the sides and above. Option B would be open to the sides but not above.
Ability to "program the space" and provide activity areas	◑	●	○	Better opportunities to 'program the space' and involve people would exist with Option B because the design affords protection from the elements.
Provides scenic views from the bridge of: Mt. Hood, Columbia River, Hayden Island, and Downtown Vancouver	◑	○	●	All options would provide opportunities for scenic vistas, but Option C would have the most unrestricted views.
Potential for architectural detailing	○	●	○	Designs details would more likely be incorporated into Option B due to overall lower construction costs and integration of CPTED principles.
Potential to use quality materials in construction	S	S	S	All options could be built with high quality materials.
Potential to provide landscaping	S	S	S	All options could provide landscaping at appropriate locations.

*Option A is included for reference. The Project Sponsors Council recommended in March 2009 to move forward with a two bridge design.

S All Similar | ○ ◑ ● Better

Columbia River CROSSING

PBAC's Recommendation for a Maintenance and Security Program

The Columbia River Crossing project's Pedestrian and Bicycle Advisory Committee (PBAC) recommends a sufficient and sustainable maintenance and security program for the project's pedestrian and bicycle facilities.

The best and most effective method of enhancing maintenance and security is to design a functional facility that is inviting to and well used by the general public. Design principles that provide natural surveillance, territorial reinforcement, and natural access control will minimize on-going maintenance and security requirements. A reliable and funded program will be required. The program must recognize that a poorly maintained facility could undermine the value of good design.

The maintenance and security program shall include, but not be limited to, the following:

- Identification of reliable funding sources and responsible parties for maintenance and security
- Commitment of reliable funding sources and responsible parties for maintenance and security
- Demand responsive and prompt facility management and maintenance
- Opportunities to "program the space" and support activity (e.g., kiosks, overlooks, vendor opportunities) to provide "eyes on the pathway"
- Ensure 24 hours a day, seven days a week pedestrian and bicycle access to and across the bridge and its connecting pathways
- Visible and regular on-site monitoring by law enforcement officers or security staff
- Security cameras monitored by law enforcement officers or security staff
- Call boxes to enable bridge users to report immediate maintenance needs and security concerns
- Efficient, sufficient, vandal-proof, no glare and dark skies compliant clear, crisp, white LED lighting
- Clearly posted laws and ordinances
- Advance notification and posting of maintenance closures and detours
- Citizen and volunteer participation shall be encouraged for future maintenance, operations and programming

The above outline of maintenance and security elements shall be the basis of an agreement between the parties responsible for the final design, construction and management of the crossing. Both the design of the facilities and the conditions established by these elements in said agreement are essential for the provision of a successful pedestrian and bicycle environment. The performance of the agreement shall be regularly reviewed against measurable metrics and assessments of user satisfaction with the security and maintenance.

Summary of Public Comments on the CRC Tolling Study

August 25, 2009

This document summarizes initial public comments on the use of tolls to partially fund transportation improvements and manage traffic congestion on the Columbia River Crossing (CRC) project. This information will be used to help inform project staff and the CRC Project Sponsors Council about public input relevant to the ongoing tolling study.

A caveat: These are early results at the beginning of an ongoing outreach process. The comments summarized below represent a relatively small sample.

Sources of public comments

135 public comments were received on the topic of tolling from June 1 to August 25. These came from the following sources:

- Open houses held June 23-24
- Public meetings hosted by CRC Tolling Study Committee, June 30 – July 1
- Two tolling discussions hosted by the ports of Portland and Vancouver, August 18
- Emailed comments to the CRC project, June 1 – August 25

Copies of all comments received are available upon request.

Public meetings hosted by CRC Tolling Study Committee

Two listening sessions were hosted by the CRC Tolling Study Committee on June 30 and July 1, 2009. These meetings were held to share information and to gather public feedback about initial tolling scenarios.

The June 30 meeting was held in Vancouver at the Washington State Department of Transportation, Southwest Region office, and was attended by 32 people. The July 1 meeting was held in Portland at the Jantzen Beach SuperCenter on Hayden Island, and was attended by 41 people.

Freight forums

The ports of Portland and Vancouver each hosted a freight forum on tolling on August 18. About 65 people attended the two events, including representatives of national freight companies and small, local businesses. The presentation was conducted by the WSDOT tolling office and included information about project benefits, electronic tolling technology, variable tolling, and the scenarios being considered as part of the CRC Tolling Study.

A key point of the forum was to introduce tolling concepts to the freight community, some of whom have prior experience with electronic tolling in Washington and elsewhere. Some of the firms were able to provide examples of their experience to others present. Questions from attendees ranged from "How will transponders operate for a large fleet?" to "When will decisions be made about rates and the tolling start date?" to "Will discounts be provided for small businesses that need to make multiple trips across the Columbia River each day?"

The forums coincided with the start of an online tolling survey and printed copies of the survey were provided at the events. About 15 people completed the forms and others indicated they would later go to the CRC tolling Web site.

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Topics of interest

The following topics have emerged in public comments received so far through the sources described above.

- Discounts and equity: Discounts or exemptions were suggested for groups such as low-income drivers, seniors, small businesses that make many cross-river trips, and those whose workplace is not easily accessible via public transit. Some accommodation is also desired, such as a tax credit, waiver or special transponder, for Clark County commuters who pay Oregon income tax.
- Toll rate: Several comments addressed the need to keep tolls as low as possible, with the sentiment that if there must be tolls, they should be kept affordable. Others suggested that if the project were smaller it would be easier to fund and tolls could be set lower. A few suggested a higher toll rate that would result in less traffic. Other comments questioned tolls for bicyclists, pedestrians, transit, and carpools. Suggestions also include reducing the toll after the bonds are paid off and matching the highest rates with the highest traffic volumes.
- Funding: Several commenters felt that the bulk of the project cost should be paid for by the federal government instead of by tolls. Some advocated a shift in government spending priorities or indicated taxes should be used instead of tolling. Others indicated that tolling is an essential strategy to replace the bridge. One indicated that the entire project should be funded with toll revenue.
- Start and end date of tolling: Many commenters said a clear end date should be set so that tolls are removed once the infrastructure is paid for. A smaller number of commenters suggested tolling in perpetuity, with one suggesting it could support other projects, such as improvements to the freeway loop in Portland. The prospect of "early" tolling during construction was mentioned by many commenters but revealed no consensus. One commenter suggested tolling as early as 2010.
- Tolling I-5 only or I-205 as well: This topic received several comments with no clear consensus. Some felt that it is important to toll I-205 to prevent diversion there by drivers avoiding an I-5 toll, while others said it's unfair to toll I-205. One suggested tolling a broader geographic area and implementing additional toll collection locations within the project area.
- Tolling logistics/operation: There were questions about how electronic tolling would work for occasional users, out of state visitors, large fleets, and different vehicle sizes. Others asked about administrative costs associated with electronic tolling systems and advocated the most recent technology. A few noted concerns about privacy issues.
- Business and economic effects: Some business owners expressed concern that out-of-state clients might not travel to purchase goods if they had to pay a toll. Questions were also asked about economic effects associated with tolling one or both bridges.

Web survey

A survey asking the public about tolling was launched August 18 has been completed by 122 people as of August 25. The survey will be available online until October 30, 2009. Printed versions of the survey are being distributed at project outreach events and will be accepted by mail, fax or in person until the survey closes. Survey responses are not included in Topic of Interest section above. A full summary of survey results will be included in the Tolling Study Committee's final report.

Next steps

The project will continue to discuss tolling scenarios with neighborhoods, businesses, freight groups, environmental justice communities, and elected officials, including in the I-205 corridor. Up to 20 neighborhood and community presentations are expected in the next two months. Also, email updates and announcements will reach more than 4,000 people during this timeframe. Translated materials will be distributed to Spanish, Vietnamese and Russian speakers. Public input will be requested at the October 1 Tolling Study Committee meeting.

The Tolling Study Committee's final report will be presented to the governors and state legislatures of Oregon and Washington in January 2010.

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Performance Measurements Advisory Group (PMAG) Proposed Agenda
August 25, 2009

	June 24, 2009 (completed)	July 16, 2009 (completed)	August – No Meeting	September 16, 2009	October 7, 2009	October 21, 2009	November 4, 2009	November 18, 2009	December 16, 2009
Agenda	• Review the project's vision statement (purpose and need) • Review the sponsoring agencies' expectations for managing the corridor	• Develop framework for goals, objectives, and measures • Refine and reach agreement on goals, objectives • Identify initial performance measures for each goal area • Develop schedule for use of outside experts	Research assignment only • Review goals and objectives with agencies • Assess and refine performance measures • Start thinking about data needs, analytical tools • Prepare to discuss and refine performance measures	• Finalize the multi-modal goals and objectives • Receive information and research on candidate performance measures • Discuss and produce a draft list of possible performance measures (participants to check back with their agencies)	• Review and provide edits for the draft report outline • Accept the draft technical paper on goals, objectives, and recommended performance measures for review and comments • Begin discussions of how to collect data to measure performance	• Hear comments from outside review (Sponsor Agency Senior Staff, PSC, agencies) of the goals, objectives, and performance measures • Discuss and review draft technical paper on goals, objectives and performance measures • Discuss and review draft report	• Discuss second draft technical paper on goals, objectives, and performance measures and reaches consensus • CRC staff and PMAG members share information about data collection issues • Review and edit revised draft report	• Review and edit final draft report to PSC	• Review and approve final transmission to PSC
Meeting Outcomes	• Tentative schedule for remaining PMAG meetings	• Tentative consensus on goals and objectives for managing the corridor • List of candidate performance measures and research assignments for CRC staff and PMAG members • CRC staff to fulfill research assignments	• CRC staff to fulfill research assignments	• Consensus on recommended goals and objectives • Consensus on draft performance measures • CRC staff to prepare draft report outline; draft technical paper on goals, objectives, and performance measures	• CRC staff to send draft technical paper on goals and objectives to SASS • CRC to revise draft report • CRC staff and PMAG members to research data collection issues	• CRC staff to prepare second draft technical paper on goals, objectives and performance measures • CRC staff to revise draft report	• MTAG commitment to present the recommended goals, objectives, and performance measures to their agencies • CRC staff to develop final draft report; draft data collection plan; and final goals, objectives and performance measures report	• Expert review panel final comments • PMAG presents to agencies for formal recommendation to PSC • CRC staff to finalize transmission to PSC	• CRC staff to prepare final report for PSC
Guest Experts				Two discussions with experts, issues TBD		Two discussions with experts, issues TBD			

Columbia River Crossing staff are responsible for items that appear in gray.

Columbia River CROSSING

Memorandum

July 9, 2009

TO: Project Sponsors Council

FROM: Richard Brandman, Doug Ficco

SUBJECT: Performance Measures Advisory Group Recommendations for Outside Experts

The Performance Measures Advisory Group (PMAG) was formed for the purpose of developing reasonable and measurable transportation performance measures to ensure long-term performance of the Columbia River Crossing project. The Project Sponsors Council recommended adding independent national experts to provide oversight and advice to PMAG.

A list of nearly two dozen expert candidates was evaluated based on relevant expertise and availability. The list was reviewed by the Sponsor Agency Senior Staff and CRC recommended the following list of experts be selected to provide oversight to PMAG. SASS members concurred with the recommendation at their July 9, 2009 bi-weekly meeting.

The following experts have been contacted and have agreed to participate:

- **Ginger Goodin, P.E., Senior Research Engineer Texas Transportation Institute:** Ms. Goodin is Program Manager and Senior Research Engineer in TTI's Austin Office. Her areas of expertise include the research, evaluation and implementation of managed lanes, HOT lanes, HOV facilities, and toll facilities. Ms. Goodin is also TTI's lead researcher on the subject of mileage-based road user fees. She chairs the Transportation Research Board (TRB) Committee on HOV, HOT and Managed Lanes. Ms. Goodin is considered a national expert in HOT and managed lanes and supports FHWA with broad implementation in this emerging area, including congestion pricing. She chaired the first national Symposium on Mileage-Based User Fees that brought together professionals from the U.S. and Europe to present results of VMT fee field pilots and European implementation projects.

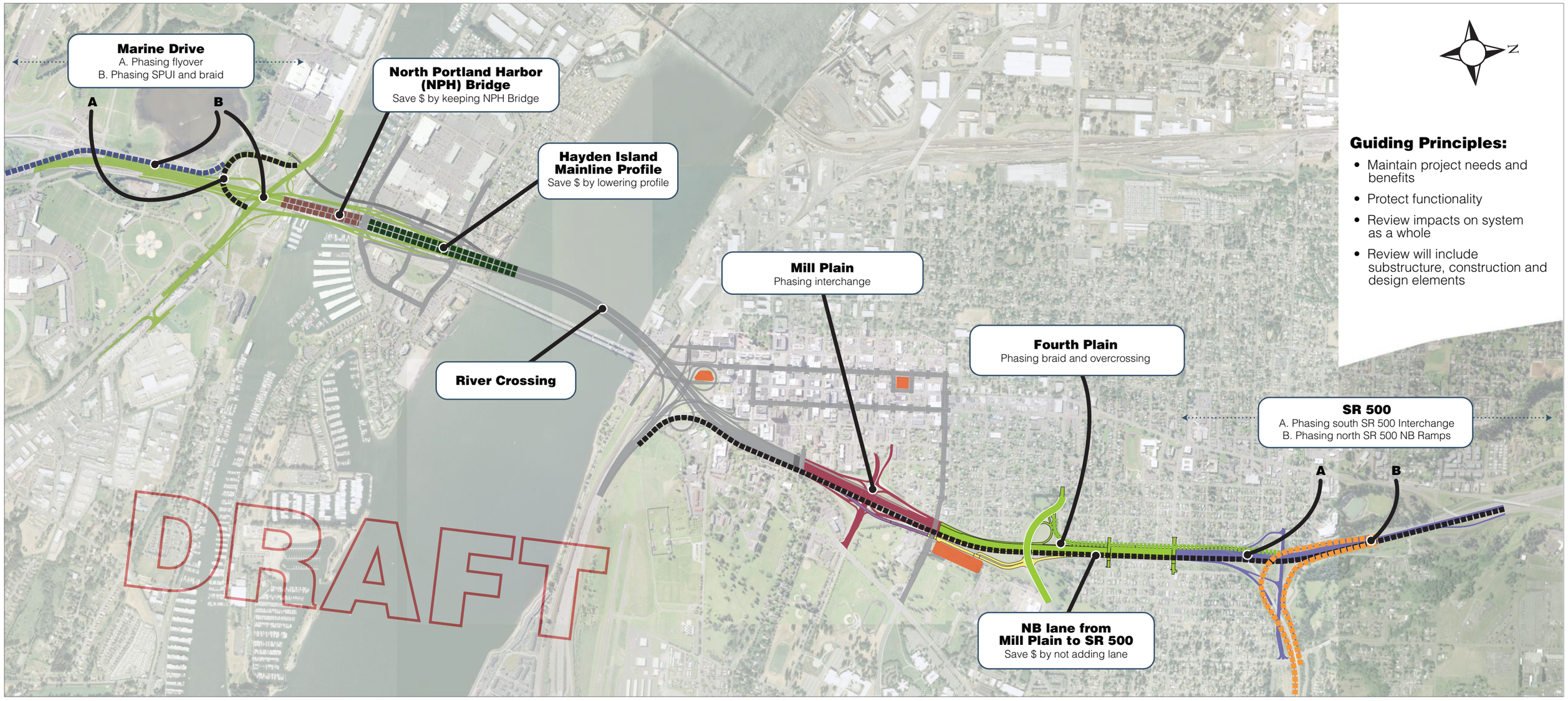
- **Thomas Brennan, Principal at Nelson\Nygaard Consulting Associates, Inc., Portland, Oregon:** Nelson\Nygaard is a firm specializing exclusively in transit, transportation demand management and multi-modal transportation planning. Thomas manages the firm's Northwest practice, with experience in transit service planning, design, policy and performance measurement. He has led a number of large multimodal projects for corridors and downtowns, including development of evaluation criteria and performance measurement strategies. Thomas was the Transportation Discipline Lead for the Seattle Urban Mobility Plan, which was the City led component of the Alaskan Way Viaduct Replacement Project. In Seattle he worked with the City to develop an innovate transit strategy, called the Urban Village Transit Network, which ties service expansion by the regional transit agency to detailed land use and street operations measures. Thomas is the manager for the Oregon Metro Regional High Capacity Transit System Plan, a year-long effort to identify priorities for future expansion to the regional light rail and high capacity transit system. In addition to identifying near-term priorities for light rail system expansion, the plan developed a system expansion policy that includes performance based targets for local jurisdictions wishing to advance high capacity transit projects to regional priority status.

- **Angus Duncan, Chair, President, & CEO, Oregon Global Warming Commission, and President of the Bonneville Environmental Foundation:** From the beginning, BEF has been a

groundbreaking group, obtaining funding for watershed restoration and developing new sources of renewable energy. Angus Duncan's service on behalf of wind and environmental values in the Pacific Northwest spans well over a decade. He has served at the request of Governor Kulongoski on several committees relating to reduction in greenhouse gas emissions and vehicle miles travelled. Angus offers a unique perspective to project development and planning for transportation projects.

- **Daniela Bremmer, Director, Strategic Assessment Office, WSDOT, Olympia:** Daniela Bremmer is current chair of the Transportation Research Board Performance Measurement Committee and is responsible for WSDOT's Gray Notebook, a nationally acclaimed quarterly transportation performance report.

Refinements Under Study



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Guiding Principles:

- Maintain project needs and benefits
- Protect functionality
- Review impacts on system as a whole
- Review will include substructure, construction and design elements

FOR DISCUSSION PURPOSES ONLY. THIS IS NOT A RECOMMENDATION. Items identified are not additive.

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Project Update

Project Sponsors Council
September 4, 2009

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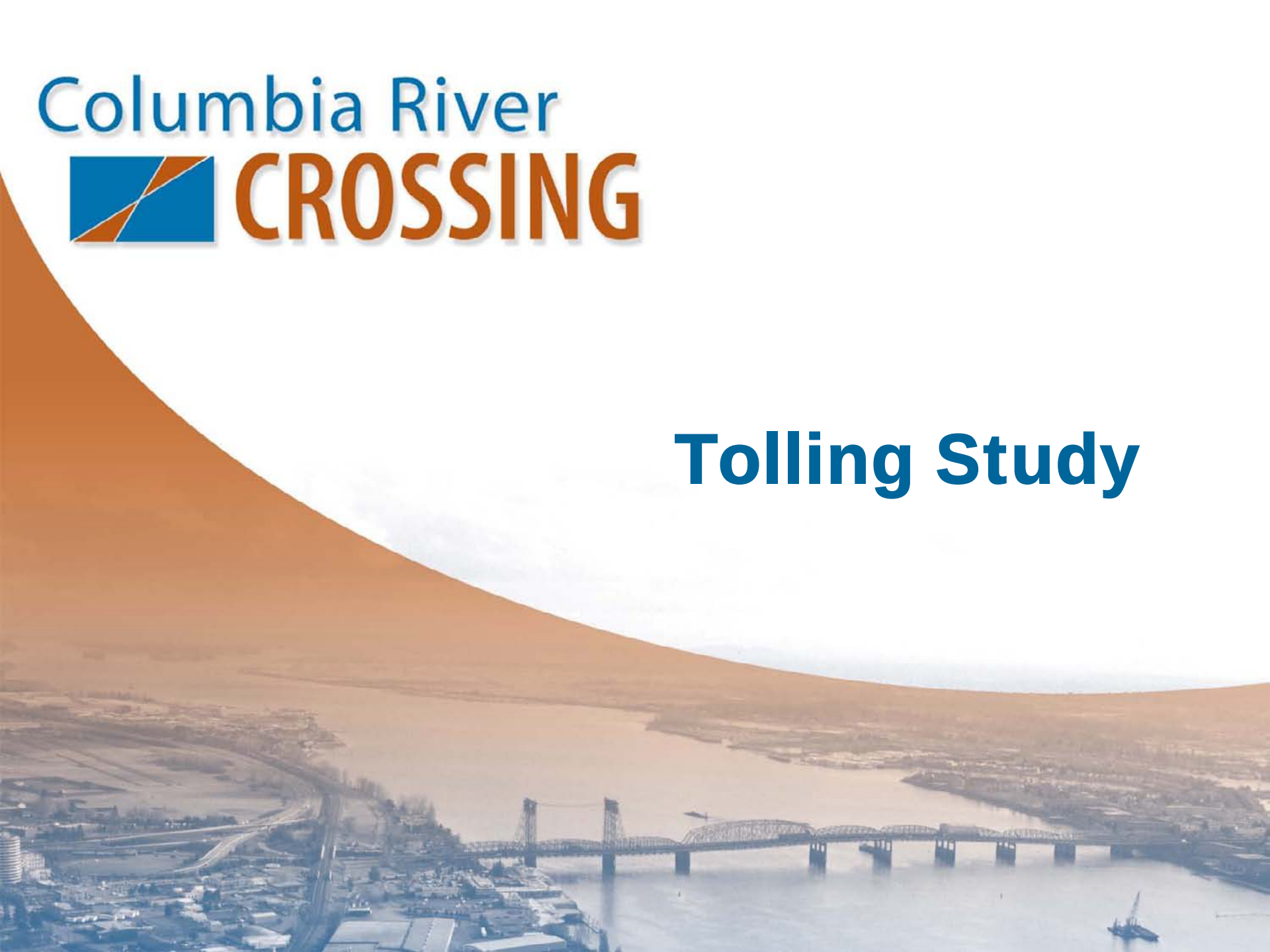
Tolling Study



Goals

- Increase public awareness about tolling and technology – electronic tolling and variable tolling
- Provide opportunities for public discussion and questions about tolling effects, including diversion and funding
- Receive input from bridge users and residents to inform Tolling Study Committee's report to state legislatures

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.

Preliminary tolling scenarios

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

Six preliminary tolling scenarios

- 4 scenarios for tolling I-5; 2 for tolling I-5 and I-205

Public engagement, July - August

- Completed activities
  - 2 project open houses
  - 2 listening sessions
  - 2 freight forums
  - 8 community and neighborhood presentations
  - 15 fairs/festivals
  - Created Tolling Web site
    - http://tolling.columbiarivercrossing.org
  - Launched Web survey
    - http://survey.columbiarivercrossing.org

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What we're hearing

- Logistics, operations
  - How will electronic tolling work?
- Discounts, equity
  - Will discounts be possible?
- Start, end dates
  - When should tolling start and end?
- Toll I-5 only or both bridges
  - Why toll both bridges?
- Toll rates
  - When will rates be set?
- Business effects
  - Will the benefits outweigh the cost of the toll?

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Additional I-5 toll scenarios - tolls collected both directions

	2006$ Min/Max	2017$ Min/Max
• Lower than base toll	$1/ $1.5	$1.31 / $1.97
• 1.5x base toll	$1.5/ $3	$1.97 / $3.94
• Additional price points	$1 / $2.5	$ 1.31 / $3.28
• Fixed rate toll	$1.65	$2.16

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

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

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Additional I-5 and I-205 toll scenarios - tolls collected southbound only

	2006$ Min/Max	2017$ Min/Max
• Lower than base toll	$2 / $3	$ 2.62 / $3.94
• I-5 base toll, lower I-205 toll	$2 / $4 (I-5)	$ 2.62 / $5.25
	$2 / $3 (I-205	$ 2.62 / $3.94

Tolls escalated at 2.5% per year to keep pace with expected inflation.
Financial model assumes trucks would pay 2X the auto rate for medium trucks and 4X auto rate for large trucks.

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Tolling Study schedule

- Fall:
  - Web survey
  - Community, freight, business presentations
  - October 1 Tolling Study Committee meeting

- Winter:
  - Final Tolling Study Committee meeting
  - Report due January 2010 to governors and legislatures

How to be heard or learn more

- Web survey: August 18 – October 30
  - http://survey.columbiarivercrossing.org
- Email comments
  - feedback@columbiarivercrossing.org
- Mail comments
  - 700 Washington Street, Suite 300, Vancouver WA 98660
- Sign up for project eUpdates
  - www.ColumbiaRiverCrossing.org
- Learn more
  - http://tolling.columbiarivercrossing.org
  - Ask for a presentation for your company or group

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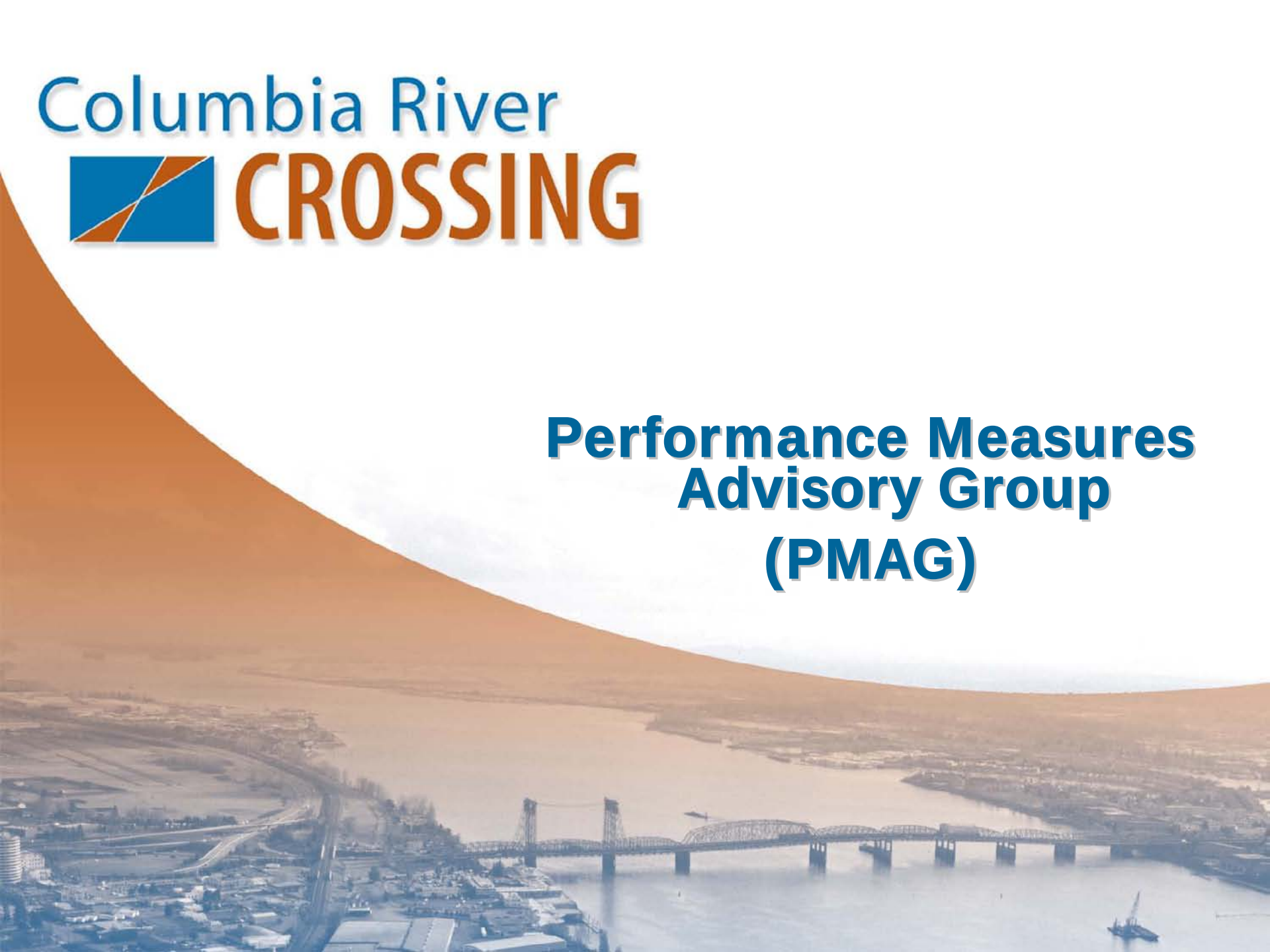
Performance Measures Advisory Group (PMAG)



Mobility Council purpose

"... provide recommendations to the DOTs and transit agencies on ways to actively manage mobility for all modes of transportation on the Columbia River crossings and their adjoining city streets and highways...

... maximize the long-term benefits of the new multi-modal crossing for all users and affected stakeholders in an equitable manner by recommending the implementation of the agreed upon goals."

Project Sponsors Council, March 2009

PMAG purpose

"...define and recommend performance measures specific to the Columbia River Crossing that would provide the Mobility Council information needed to base their recommendation for managing mobility for all modes of transportation."

PMAG (continued)

- PMAG charge:

  > “ Develop reasonable and measurable transportation performance measures to ensure optimal long-term performance and management of the Columbia River Crossings for all modes.”

- This precedent-setting performance measures process will provide, in essence, a “warranty” on the performance of the river crossings after opening.

PMAG members

Port of Portland – Susie Lahsene

Port of Vancouver – Katy Brooks

City of Portland – Peter Hurley

City of Vancouver – Phil Wuest

TriMet – Eric Hesse

C-TRAN – Scott Patterson

Metro – Andy Cotugno

RTC – Dean Lookingbill

ODOT – Scott Chalkley

WSDOT – Rob Fellows

Facilitator and experts

Facilitator:

- Steve Pickrell – Cambridge Systematics

Experts:

- Ginger Goodin – Texas Transportation Institute
- Tom Brennan – Nelson\Nygaard
- Angus Duncan – Oregon Global Warming Commission and Bonneville Environmental Foundation
- Daniela Bremmer – WSDOT (Chair, TRB Performance Measures Committee)

Performance measurements

- Describe how the river crossing systems perform after construction
- Based on goals and objectives the region is striving to achieve for meeting system performance expectations
- Dependent on things you can adjust/levers you can pull which will achieve system performance. (Transit fares, toll rates, ramp meter times, parking pricing, adjustments to TDM programs, etc.)

Draft goal areas

- System access, mobility and reliability
- Financial responsibility
- Environmental sustainability and public health
- Safety and security
- Preservation
- Economic vitality
- Equity

Goal: System access, mobility and reliability

- Goal Statement: Maintain efficient and reliable movement of people and goods through the corridor while maximizing access to jobs and services
- Objective: Reliability. Maximize travel time reliability of the CRC for all users (transit, auto, freight, ped/bike)
- Performance Measure: Travel times and hours of delay for I-5, intersections, and connecting arterials

Goal: Safety & Security

- Goal Statement: Minimize the occurrence of fatalities and serious injuries and maximize the security of bridge users and surrounding communities
- Objective: Minimize fatalities and serious injuries associated with collisions
- Performance Measure: Crash data and crash history from DOT's

Progress to date and work plan

- Developed draft goals, objectives and measures
- September 16 meeting: finalize goals and objectives, and produce draft performance measures
- November 2009: draft report
- January 2010: final report

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Potential Design Refinements

Principles

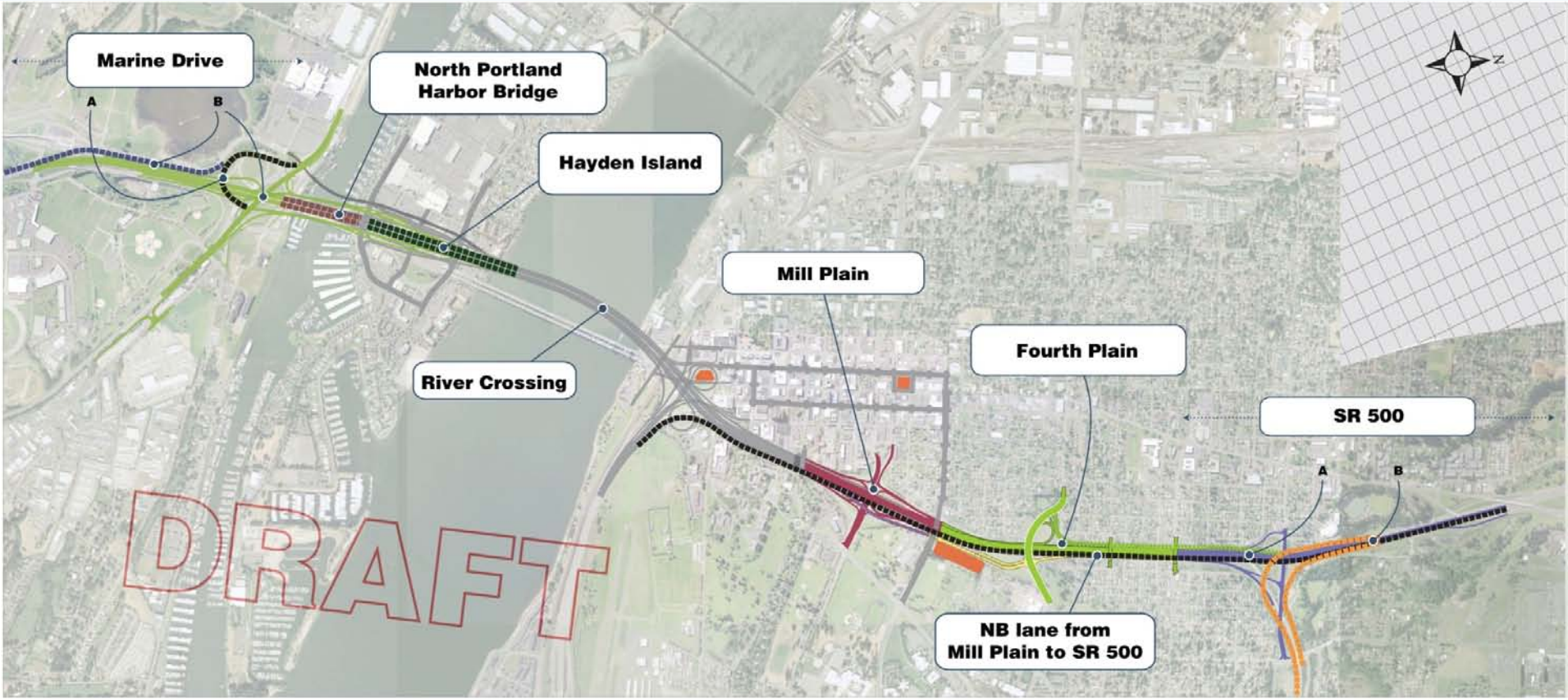
- Maintain project needs and benefits
- Protect functionality
- Review as a ‘whole’ or ‘system’ – not separable pieces
- Look for initial savings or phasing opportunities at all levels of the project

Background

- The work to date looks at initial savings or phasing opportunities in the highway design/engineering.

- Total project cost estimate: $ 3.2 - $ 4.1 billion (minus $800+ million for the bridge)
  - $ 2.35 billion in highway
  - $ 1.5 billion, 3 intersections, 1.5 miles in Oregon
  - $ 850 m, 4 intersections, 2.5 miles in Washington

Potential refinements



FOR DISCUSSION PURPOSES ONLY. THIS IS NOT A RECOMMENDATION. Items identified are not additive.

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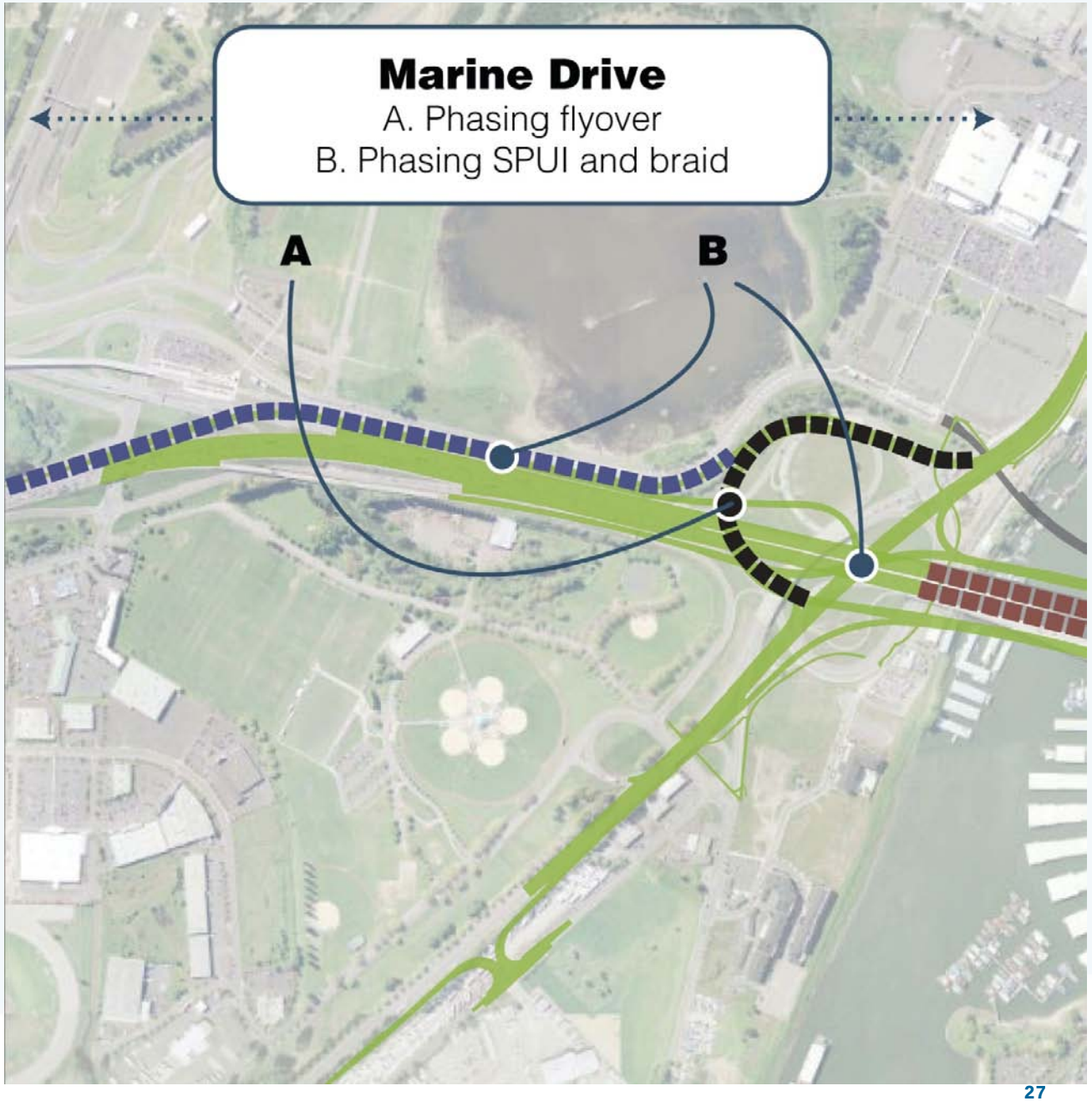
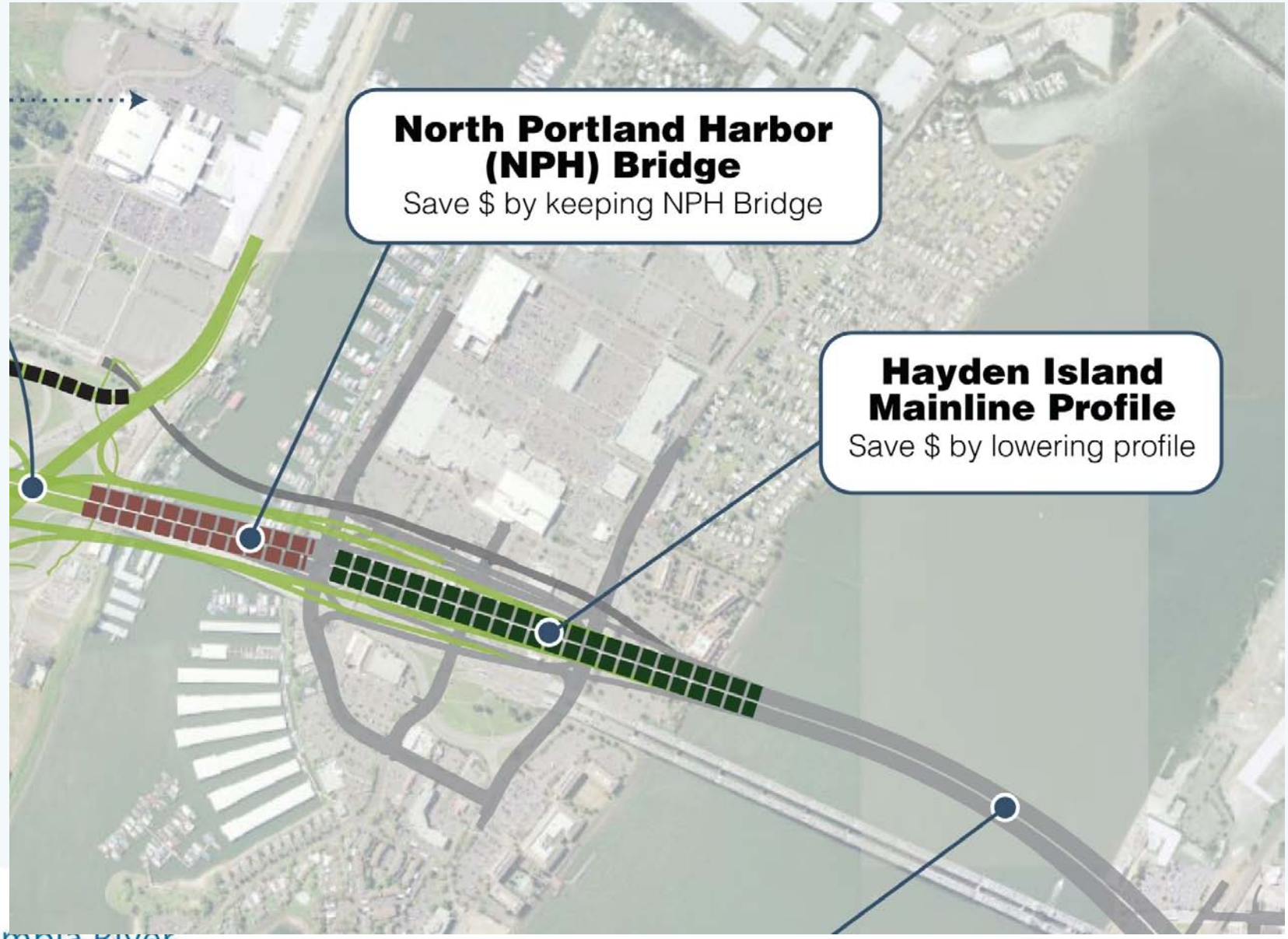
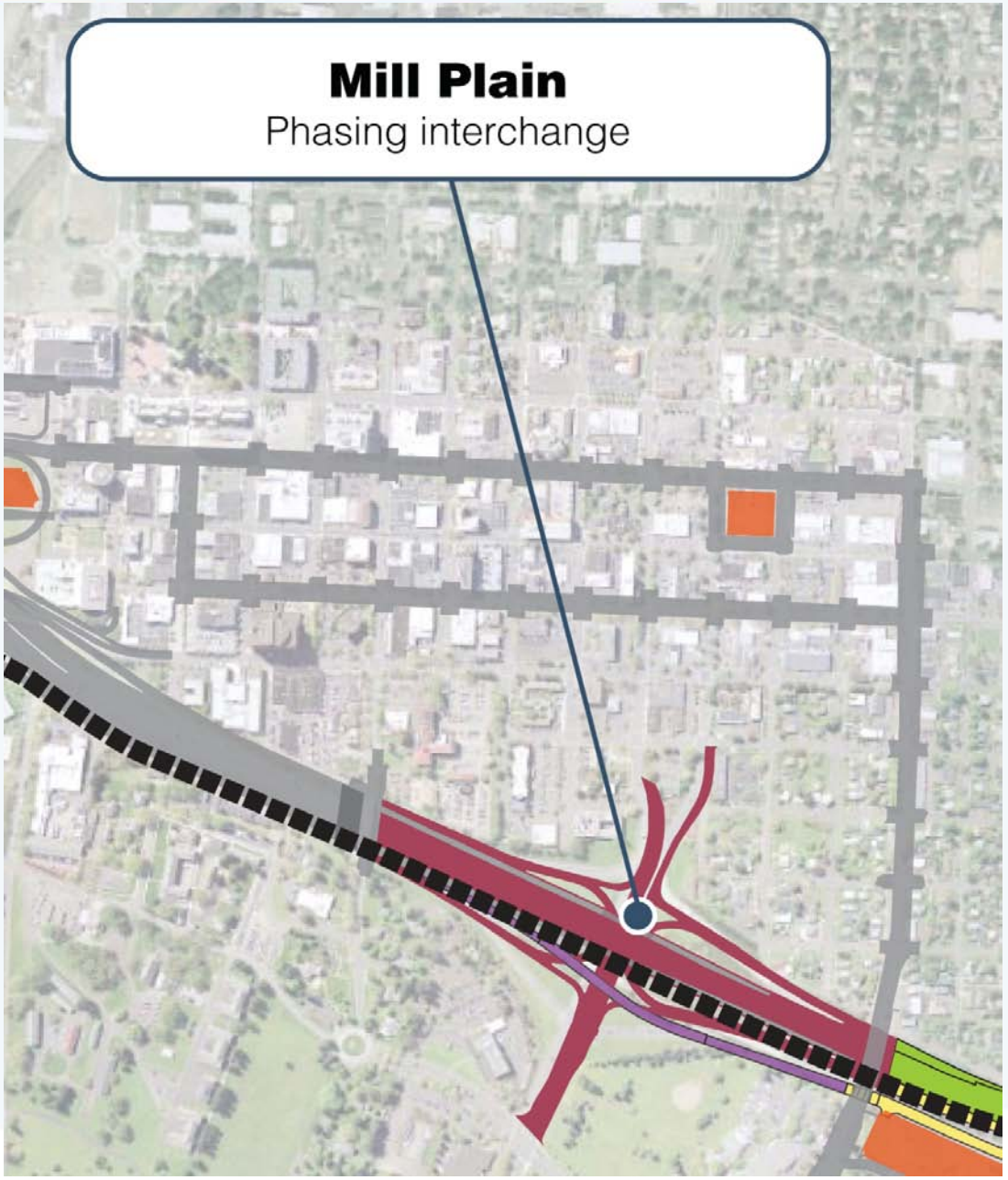


Columbia River CROSSING

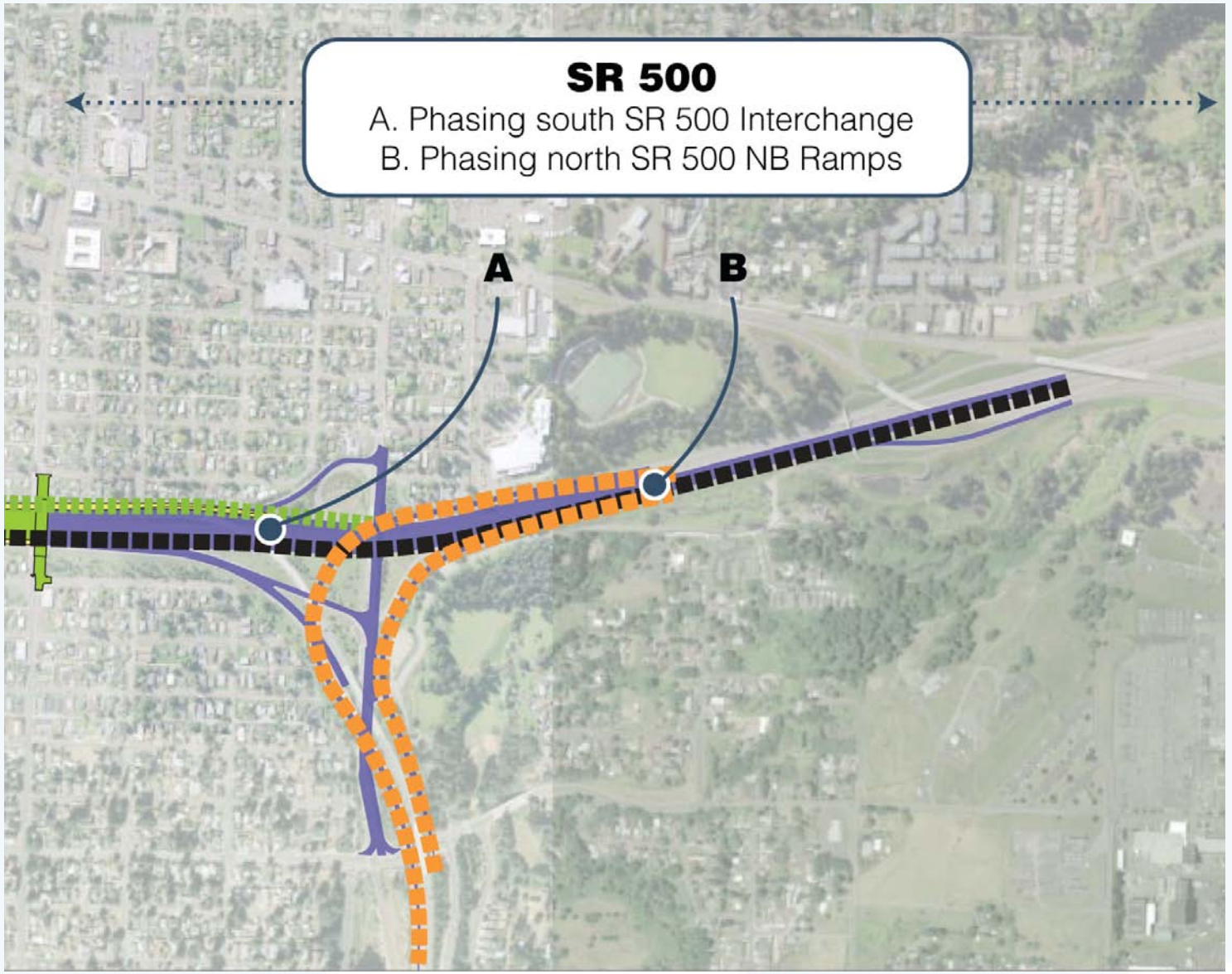


Columbia River CROSSING



Columbia River CROSSING

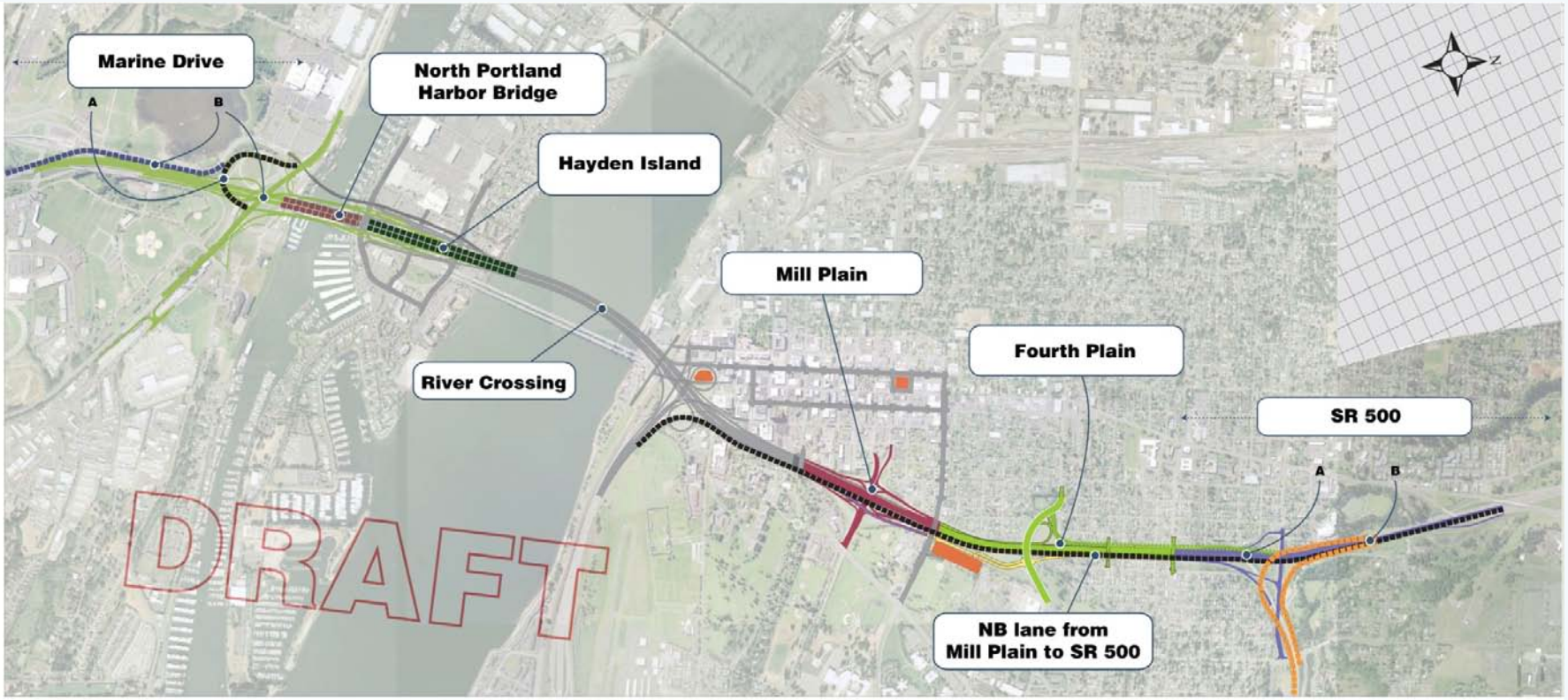
Columbia River CROSSING



Columbia River CROSSING

Columbia River CROSSING

River crossing



FOR DISCUSSION PURPOSES ONLY. THIS IS NOT A RECOMMENDATION. Items identified are not additive.

Columbia River CROSSING

What we heard

- Safety and freight mobility are a priority
- Phasing – What are the tradeoffs?
- Implications in the future of our actions today
  - Short term vs. long term impacts
- Number of lanes
  - What is the impact local streets in the short and long term?
  - What are the cost savings?
  - What are the impacts to the interstate (freight mobility and safety)?

What's next?

- Present these concepts and work with neighborhoods, partners and public
- Respond to "what we heard"
- Develop more refined cost estimates
- Continue meeting with agency staff
- Progress reports to the Project Sponsors Council