

MEETING TITLE: Freight Working Group
DATE: Tuesday, September 22, 2009, 10:00 AM to 11:30 AM
INVITEES: Distribution
LOCATION: CRC Project Office, 700 Washington St., Vancouver WA 98660

AGENDA:

1. Introductions	5 minutes
2. Update on September Project Sponsors Council meeting	10 minutes
3. Discussion of construction phasing and project scope considerations (Marine Drive, MLK/Bridgeton, SR 500 to Fourth Plain, etc.)	60 minutes
4. Update on tolling presentations	10 minutes
5. Other topics	5 minutes

Columbia River **CROSSING** Draft Meeting Summary

Meeting: CRC Freight Working Group

Meeting Date: July 8, 2009, 10:00 a.m. to 11:30 a.m.

Attendees:

Lee Johnson	Jet Delivery
John Leber	Swanson Bark
Katy Brooks	Port of Vancouver
Mykalann McNeel	Port of Vancouver
Deborah Redman	Metro
Kathryn Williams	Port of Portland
Anne Sylvester	Parametrix (Port of Portland)
John Gillam	City of Portland
Ahmad Qayoumi	City of Vancouver
David Knowles	DEA
Ron Anderson	CRC
David Parisi	CRC
Ryan LeProwse	CRC
KC Cooper	CRC
Gavin Oien	CRC
Peter Ovington	CRC
Claudia Hirschey	CRC

Review of Meeting Agenda:

- Discussion of construction phasing considerations
- Marine Drive interchange update
- Discussion of SR 500/Fourth Plain Boulevard
- Presentation of tolling study

Discussion of Construction Phasing Considerations

The discussion began with a review of the overall funding scenario. The current project cost is estimated at \$3.6 billion dollars with a cost range of \$3.1 to \$4.2 billion.

There will be \$400 million requested in the next federal transportation bill authorization. Plus, it is estimated that there would be \$750 million from federal sources available for transit. The total federal funding is expected to be \$1.15 billion. In addition, the toll analysis (to be presented later) so far has assumed a dollar value of \$2.00 peak toll for each direction, with no tolling on I-205. This means additional revenue of about \$1.35 billion from tolls.

Total project funding including the toll revenue is \$2.5 billion. Therefore, the project as currently defined needs \$1.1 billion, assuming no further project delays. At this point, it is assumed that the remaining portion would come from the states.

State legislators and local congressional leadership have asked the CRC project to look at ways to reduce costs. There are two ways – reduce project construction or phase the project, and shift construction costs to future phases.

The Project Sponsors Council (PSC) will be asked to consider what the basic project should consist of, and be asked to make some tough decisions with regard to project priorities. They will be presented with different scenarios for reduce project costs that will be discussed at today's meeting.

How much each state can afford is an important project element. At one time the discussion included a 50-50 share; however, Oregon, with half the population of Washington likely cannot afford 50% of project costs. Another project cost sharing scenario is to split the cost of the bridge 50-50 and then each state would build their portion of the interstate improvements. Again, the state of Oregon may not be able to afford the improvements. In addition, a reduced-build alternative must maintain lane continuity at each end of the bridge and through the project area in order to ensure that the facility operates adequately.

The cost of each interchange has been evaluated, with options considered for phasing the construction of each interchange. At a minimum, constructing the new bridge means rebuilding the SR 14 interchange and the Hayden Island Interchange. Lowering the profile over Hayden Island reduces the cost.

At the Marine Drive interchange, the eastbound-to-northbound flyover can be constructed while leaving in place the existing interchange. Collector-distributor (C-D) roads would be constructed on the mainline to maintain lane balance. Alternatively, the Single Point Urban Interchange (SPUI) design could be constructed without the flyover, and a ramp would be added to replace the flyover. This would mean that the eastbound-to-northbound movement would travel through the SPUI signal.

On the Washington side, the SR 500 interchange could be constructed at a later date. However, the cost savings would not equate to the full cost of the interchange.

The goal is to present the PSC with alternatives for reduced project funding that constitute "complete projects." The FWG discussed the concept of buildable stages, with concern that once an individual project was complete there would not be the momentum or the funding to build subsequent phases of the project at a later date. Each alternative should be carefully considered as if that were the complete project. The economic benefit lost with each project phase not constructed should be considered.

The benefits to the national interstate system were discussed due to the relatively small portion of federal funding that may be available. It was noted that the corridor should be designated as a "Corridor of National Significance" to be eligible for other categories of federal funding. There was a question about the status of the West Coast Corridor Coalition and whether or not that group could press for a "Corridor of National Significance" status. The West Coast Corridor Coalition will meet in Portland on September 2 and 3, 2009.

The tradeoff between an "iconic" bridge and a strictly functional bridge was discussed. Currently the add-ons that serve no specific highway operations function are approximately \$30 to \$40 million of the overall cost. It was asked if toll revenues could be raised to pay for an iconic bridge as well as the full project. The two questions that the FWG would like to understand are: 1) How much is the public willing to pay for iconic features?, and 2) how much is the public willing to pay for facilities?

The PSC will be presented various reduced-cost alternatives in September. The alternatives will be vetted to the DOTs and Ports before September. In addition, the performance of each alternative will be evaluated. All alternatives include add-drop (auxiliary) lanes.

Marine Drive Interchange Update

A short historic background was presented. The EIS did not include a refined design of the Marine Drive interchange. At the time the EIS was published, not all the agencies were in agreement with the design shown in the EIS. So, a committee was formed in the fall of 2008 to develop a refined design. Key agency stakeholders and their primary concerns were:

- City of Portland wanted to avoid an interchange that was near the water and was looking for land use opportunities along the water.
- MERC did not want to lose property.
- Tri-Met wanted the LRT station to remain at its current location.
- ODOT wanted to meet freeway standards.

- The freight community wanted good operations.

The Marine Drive Stakeholder Group was at a standstill in February 2009. Key project partners were not in agreement. So, the stakeholder's group committee moved into a design process and an outside consultant was hired to conduct an iterative planning and design process with the committee members. The current design was shown as at the meeting as "Option 12 modified." In future presentations, the same design may be shown as "Option 12.2."

"Option 12 modified" is the SPUI interchange with the eastbound-to-northbound flyover ramp. This is the cleaner design option. The design shifts the interchange south, opening up the waterfront and creating open space in the north-west quadrant. The design provides better options for a pedestrian and bicycle circulation system. The LRT station is untouched, and no part of the facility is over the station. The options minimize property loss.

Next steps are to vet the design plus the other products with the design option. There will be one more stakeholder meeting.

Discussion of SR 500/Fourth Plain Boulevard

The design options for the SR 500/Fourth Plain Boulevard connection are at a point where the City of Vancouver will need to make some challenging decisions based on tradeoffs. The southbound weave is problematic. Currently, the spacing is too tight to design an on-ramp from SR 500, accommodate the high volume of weaving vehicles, and design an off-ramp at Fourth Plain Boulevard that serves vehicles from SR 500. The southbound off ramp could begin north of SR 500, but then there is not a southbound on-ramp from SR 500. This could result in traffic impacts to city streets.

One option is to design a slip ramp from 39th Street connected directly to I-5. This pushes the on- and off-ramps further out (westerly), and the facility has a wider footprint. This wider footprint would result in the taking of about 12 blocks of houses. This tradeoff is a decision that must be made by the City of Vancouver. The Port of Vancouver noted that they cannot tolerate any more traffic stress on Fourth Plain Boulevard. In addition, Frito-Lay and the recycling plant would use the southbound slip ramp (or current on-ramp from SR 500).

Presentation of Tolling Study

The Washington State Legislature mandated that a tolling study be conducted. The tolling presentation was on Powerpoint and copies of the slides were distributed as a handout (the handout is transmitted as an attachment to this meeting summary). Scenarios studied included increasing toll prices up to three times the base toll, peak hour time-of-day pricing versus an all day flat rate, tolling only I-5 versus I-5 and I-205, and tolling before or during construction versus after construction.

A primary assumption going into the study is that this project would be partially funded with tolls. In addition, it was decided that tolls would be implemented to manage congestion, and improve speed and reliability of bridge users. The tolls will be all electronic with users purchasing a *Good to Go* type of pass currently in use in Washington State. A camera would read the license plate and send a bill to travelers without such a pass.

The variable rate toll scenario, with tolls on only I-5, to this point has been assumed to a \$2.00 per one-way toll during peak travel times (four morning hours and four afternoon hours), \$1.50 per hour on the shoulders of the peak, and \$1.00 per hour off-peak.

Tolls of two times and three times this base toll were tested to determine how high the tolls could go before a number of users diverted to I-205 so that ultimately the toll revenue was reduced. Shifts to I-5 as well as transit, or a trip not made, were considered in each scenario analyzed. At three times the base toll, there would be a reduction in overall revenue compared to two times the base toll.

If both I-5 and I-205 were tolled, most trips would remain on I-5 and I-205. Some trips from I-205 would actually return to I-5 because after construction the congestion would be reduced and I-5 would provide the shortest route from a time perspective. There would be some additional shift to transit with tolls on both bridges. Some people would choose to travel at another time of day and some would travel by carpool.

Tolling during construction would result in a significant increase in revenue, provide for congestion management during construction, and would pay off the bonds sooner.

There will be more public listening and community sessions in August. There will be a web-based public information and feedback session on the web as well. Outreach will include the communities affected if tolls are also on I-205.

Toll policy is set by the state legislatures and the two states will have to set policy together. The transportation commissions establish the toll rate. The toll rate may change over time to adjust for inflation and to meet performance measures. A separate CRC effort is underway to establish performance measures for tolls because the toll rate will also be used as a congestion management tool through variable pricing.

Truck tolls are expected to be approximately two times the passenger vehicle toll. Rates would be set by weight or number of axles. Truck toll policy of other toll facilities around the U.S. will be explored, as well as some overseas where tolls are more common practice.

Schedule

The next FWG meeting will likely occur in September.

There will be two presentations of tolling study results to the freight community on August 18, 2009. The first meeting is scheduled for 8:00 A.M., August 18th in Vancouver, location to be determined. The second meeting is scheduled for 2:00 P.M., August 18th at the Port of Portland.

There will be one more meeting of the Marine Drive Stakeholder Group. This meeting has not been scheduled.

Tolling Study Committee

KC Cooper
CRC Communications Manager



Tolling Study Committee Members



- Gail Achterman
 - Chair, Oregon Transportation Commission



- Matthew Garrett
 - Director, Oregon Department of Transportation



- Paula Hammond
 - Secretary, Washington State Department of Transportation



- Carol Moser
 - Chair, Washington Transportation Commission

Washington and Oregon Seek Public Input

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

Report public comments and findings January 2010

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**CRC: A comprehensive,
long-term solution**



Regional input identifies I-5 problems

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

CRC addresses I-5 problems:

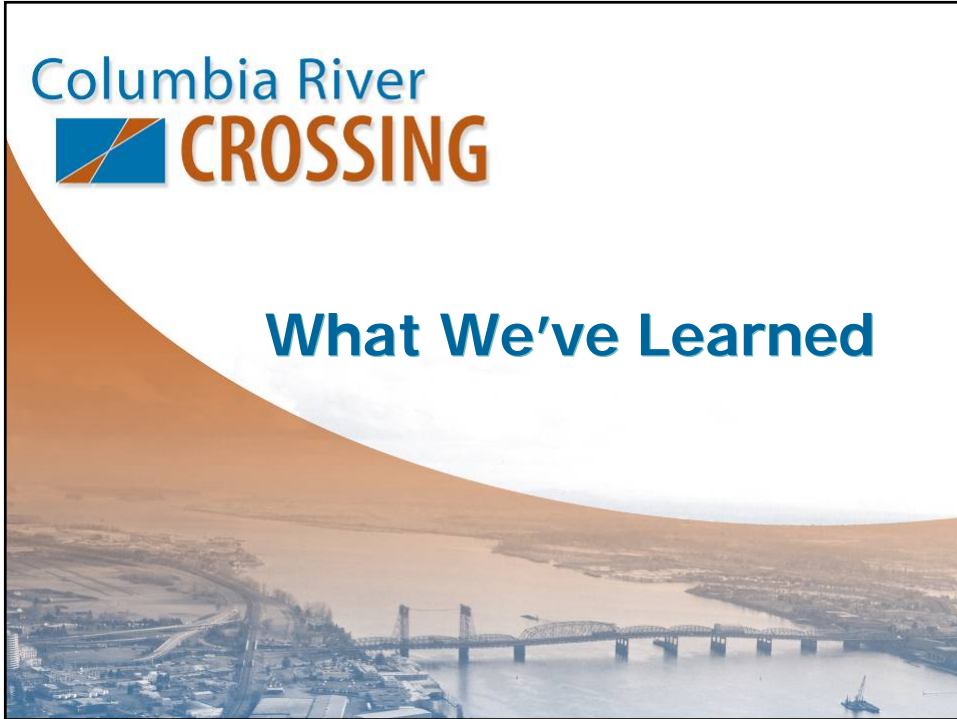
- Replacement I-5 bridge
- Light rail to Clark College
- Improvements to 7 closely spaced interchanges
- Wider pedestrian/bicycle path
- Electronic tolling

Preliminary cost estimate:

\$3.1 - \$4.2 billion



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



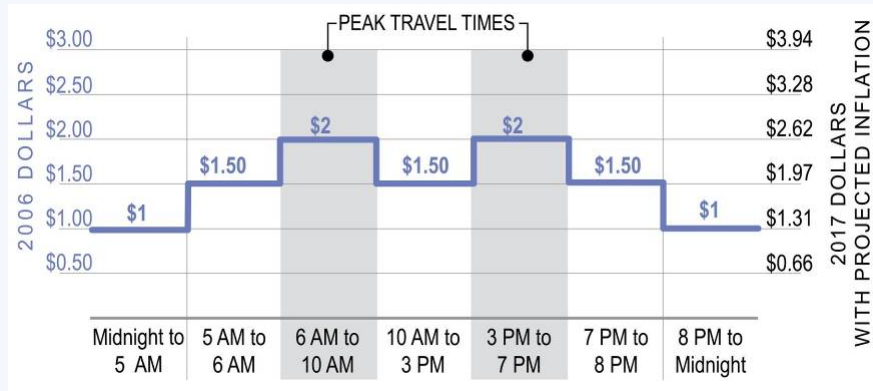
What We Studied...



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.

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

Additional considerations

No toll scenario: Studied for comparison purposes

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

Tolling during construction (beginning 2012):

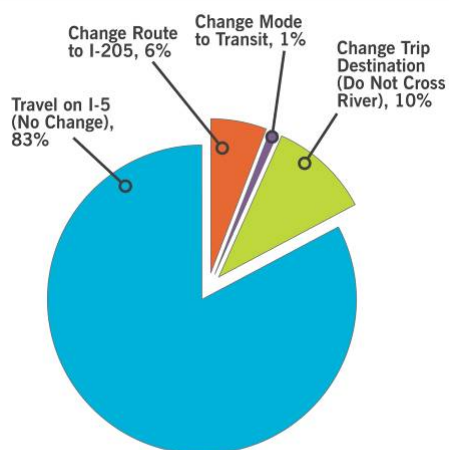
- Option could be added to any scenario to raise additional funds and manage congestion

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

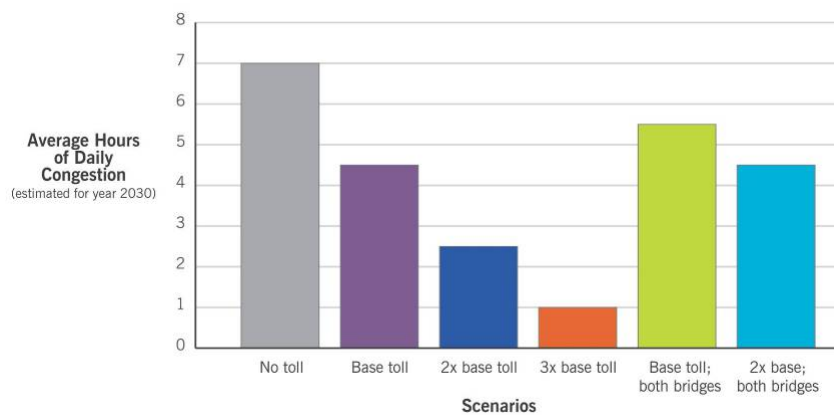


Travel patterns for tolls on I-5 (Scenario 1)

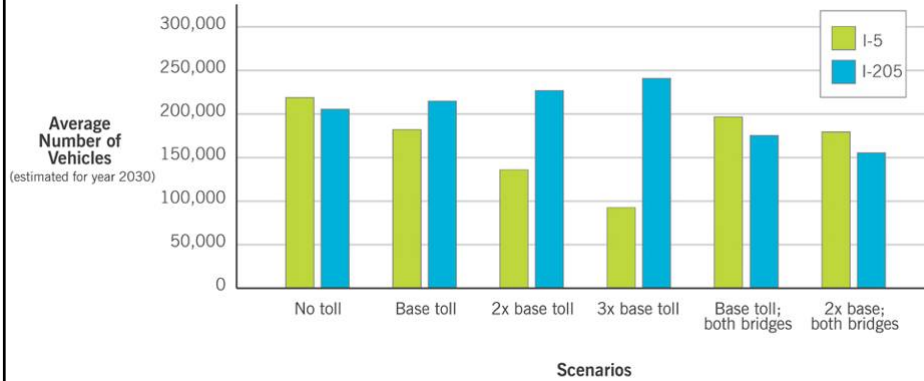
What happens to travel patterns if both I-5 and I-205 are tolled?

- 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?



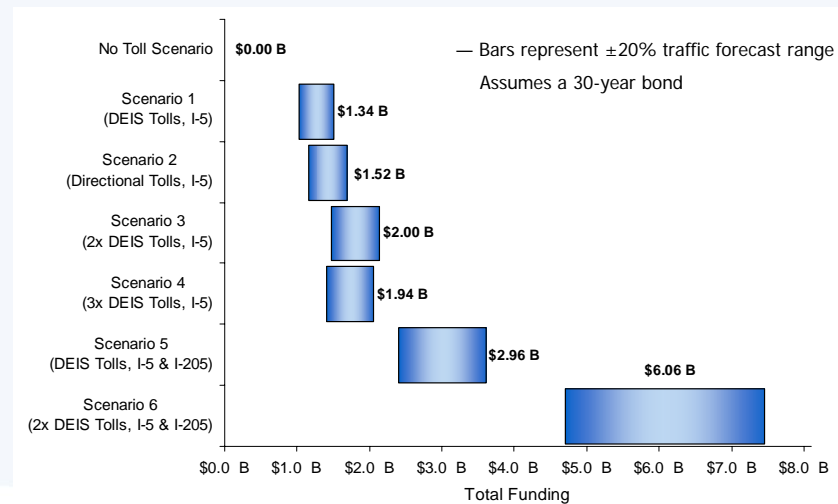
What happens to traffic volumes with tolls?



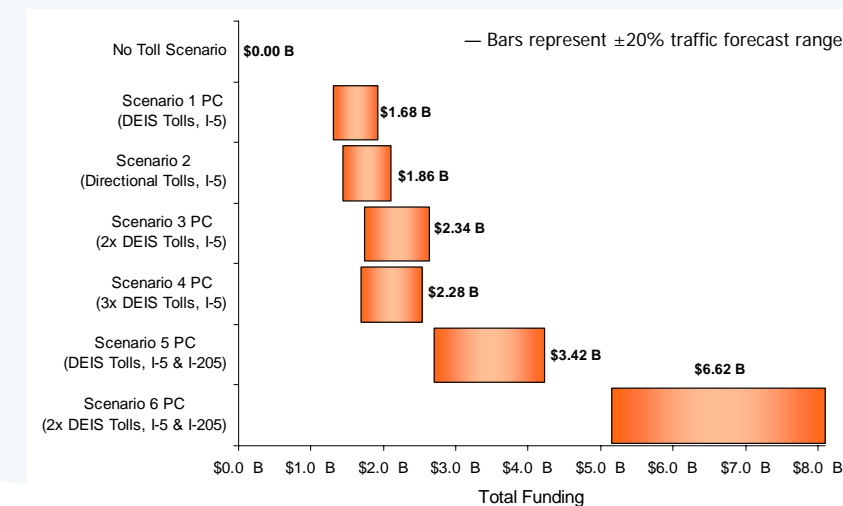
What We've Learned... Funding Contribution



Toll Funding Contribution Ranges — Tolling starts mid 2017



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



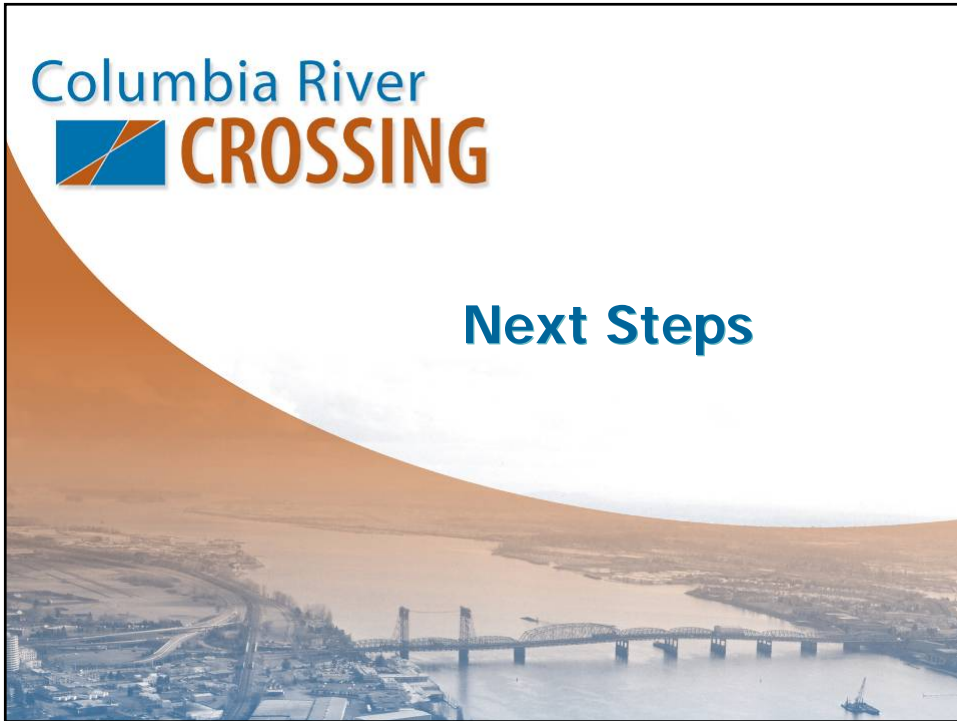
What we've learned so far....

- 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