



DRAFT Meeting Agenda

MEETING TITLE: Project Sponsors Council
DATE: June 5, 2009, 10 a.m. to 12 p.m.
LOCATION: Oregon Department of Transportation - Region 1, 123 NW Flanders Street
Portland, OR 97209

TIME	AGENDA TOPIC
10:00 – 10:05	Welcome
10:05 – 10:25	Project funding update
10:25 – 11:10	Tolling study <ul style="list-style-type: none">• Work to date• What we need to learn• Outreach process and schedule
11:10 – 11:35	Update on number of bridges
11:35 – 11:55	Performance measures <ul style="list-style-type: none">• Membership of technical committee
11:55 – 12:00	Next steps
Next Meeting: July 17, 2009, WSDOT Southwest Region	

PUBLIC TRANSIT DIRECTIONS from PORTLAND:

TriMet buses and MAX serve the downtown Portland area, visit TriMet, www.trimet.org, 503-238-RIDE for detailed transit directions from your starting location.

PUBLIC TRANSIT DIRECTIONS from VANCOUVER:

From the Vancouver Mall Transit Center, board the #4 bus (Fourth Plain WB), get off at Delta Park/Vanport MAX station. Board MAX Yellow line to City Center. Get off at Old Town/Chinatown MAX Station, walk 0.2 mile north to 123 NW Flanders St. For detailed trip planning, please contact C-TRAN, www.c-tran.com.

Meeting facilities are wheelchair accessible and children are welcome. Individuals requiring reasonable accommodations may request written material in alternative formats or sign language interpreters by calling the project team at the project office (360-737-2726 and 503-256-2726) or calling the Oregon or Washington Relay Service at 7-1-1.

Columbia River **CROSSING** Draft Meeting Summary

MEETING TITLE: Project Sponsors Council (PSC)
DATE: May 4, 2009, 1:30 p.m. – 3:00 p.m.
LOCATION: Clark County Public Service Center, sixth floor hearing room
1300 Franklin St., Suite Vancouver, WA

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
Pollard, Royce	Mayor, City of Vancouver
Stuart, Steve	Chair, SW Washington Regional Transportation Council

STAFF:

Wagner, Don | Regional Administrator, Washington State Dept. of Transportation

Note: Richard Brandman, ODOT CRC project director, was unable to attend the meeting.

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

Welcome and introductions

Co-chair Hal Dengerink welcomed the Council members and reviewed the agenda. The meeting will include a tolling presentation by WSDOT's tolling office, a discussion about a tolling study and outreach plan for CRC and formation of a technical performance measures group, and next steps including the PSC work plan for June 2009 – January 2010.

The summary of the March 6 meeting was approved with no changes.

Tolling

Co-chair Dengerink introduced Secretary Paula Hammond to discuss tolling.

Tolling legislation update, Washington and Oregon

Paula Hammond, Washington Secretary of Transportation, said the project is moving forward with more detailed financial planning. It is both a challenge and an opportunity, she said, to look more carefully at how tolling can support the project's goals. It's an opportunity to assess how the project can be assisted by the Washington and Oregon congressional delegations, the federal highway trust fund, the two state legislatures, and the users of the transportation system.

The tolling numbers included in the Draft Environmental Impact Statement (EIS) were based on the assumption that tolling would make up one third of the project funding. There remains strong federal and state commitments to fund the project, but it may be likely tolls will need to cover more than originally assumed in the draft EIS. A full analysis of tolling scenarios is necessary to determine the final funding package.

Secretary Hammond said the Washington legislature has adopted legislation requesting a toll study for the CRC project. She referred to the handout titled *Washington legislation passed by the House and Senate, pending signature by the Governor*, found in meeting materials online. She reviewed the key

points of the handout and emphasized the importance of getting the public's input on tolling scenarios. The legislation directs the Washington State Department of Transportation (WSDOT) to coordinate with the Oregon Department of Transportation (ODOT) in evaluating issues such as: potential traffic diversion from I-5 to other areas; advanced tolling technology; active traffic management technology, and others. It directs the CRC project to conduct public work sessions and open houses and to provide a report to the Washington governor and legislature by January 2010.

Secretary Hammond said the Washington legislature directed the State Route 520 bridge replacement project in the Seattle area to start tolling prior to construction in order to reduce the overall project cost, providing a "down payment" before construction begins. She was part of a three-member tolling implementation committee charged with engaging citizens and local leaders in understanding the tolling alternatives, incorporating their feedback, and presenting it in a report to the Washington legislature and governor in 2009. The report was distributed to PSC members and is also available at www.build520.org. Secretary Hammond said that while the CRC and SR 520 projects have different elements, lessons learned on 520 could be useful in developing a tolling study outreach plan for CRC.

Secretary Hammond suggested that discussion of tolling scenarios take place at future CRC Project Sponsors Council meetings.

Tolling background presentation and lessons learned on SR 520 project

David Hopkins, director of government relations and communications for the tolling division of WSDOT, presented an overview of the tolling planning process in the Puget Sound region for SR 520. His slide presentation is available online in meeting materials.

Hopkins highlighted key issues in the debate about replacing the 520 floating bridge and said safety was paramount. He discussed the role and work plan of the 520 Tolling Implementation Committee, whose job it was to listen to the public and report back to the legislature.

One of the key challenges for the tolling committee, he said, was how to communicate a large amount of information to the public in a distilled and understandable manner. Hopkins reviewed the 520 project's tolling scenarios, variable toll cost ranges, and outlined the extensive public outreach conducted to gather feedback. Once the public understood that variable tolling improves travel speeds, most became supportive.

Traffic diversion studies concluded that with tolling in place, drivers may change their travel routes, but the net effect is distributed across the transportation system. For 520, about 25 percent of people would make different choices either by taking public transit, shifting the time of their trip, or changing their destination.

Input was also gathered from local jurisdictions who were invited to review a draft report. A random sample phone survey was conducted to measure public opinion. The survey found support for tolling as a funding tool, for variable tolling with rates that change by time of day, for full electronic tolling with no toll booths, and for tolling the existing SR 520 bridge when construction begins. A majority supported tolls as a "pay as you go" financing tool. Lastly, there was majority support for tolling I-90 in addition to SR 520, but strong opposition to this option from users of I-90.

In closing, Hopkins shared key lessons learned from the process, including the following: Set the context; make scenarios flexible; establish credible model results; clearly communicate complex information; create a Web site; provide comment opportunities and database; use field surveys; engage local jurisdictions and elected officials; circulate the draft report; and form a staff working group.

The 520 Tolling Implementation Committee report was submitted to the Washington legislature in January 2009.

Secretary Hammond reviewed the handout titled *CRC Tolling Study*. She said David Hopkins and other staff will be leading this work for the CRC project, which will include a listening tour. CRC will be able to take lessons learned from Puget Sound and adapt them to an outreach effort for the Portland-Vancouver region and the Columbia River Crossing project.

Discussion

Commissioner Steve Stuart asked how tolling rates were chosen for testing on the SR 520 project. Hopkins said it was a team of travel demand modelers from Puget Sound Regional Council and WSDOT. They looked at “bookends” of toll rates, did an initial assessment, and chose the toll rates. Stuart asked what the overall project cost was. Hopkins said the project cost is \$3.9 billion, with roughly half of that expected to be paid for using toll revenue. Secretary Hammond said the legislature gave approval to start work on replacing the bridge portion of the corridor. She said financing scenarios can be affected by the phasing and staging of project construction. Hopkins said the travel demand models showed that when tolls are in place, speeds will improve. In addition to getting a new bridge, users will get a performance enhancement by paying a toll.

Commissioner Stuart said local elected officials have to be involved in this process, as they are the most closely connected with constituents. He said there should be a PSC member from each state at all of the future listening sessions for the purposes of hearing cross-river, bi-state perspectives. It should rotate and include different PSC members at each listening session. The group agreed there should be at least one PSC member from each side of the river attend each listening session.

Co-chair Hewitt suggested going a step further and ensuring that ODOT, WSDOT, and others agree on the same set of recommendations. We need to develop a process that this group can understand and support, he said.

Secretary Hammond said the legislature is not yet asking for a recommendation from the PSC. For now, the legislature wants to know what kinds of data and information on public opinion can be gathered. The time may come when a recommendation is sought; the departments of transportation will not be making a recommendation but instead reporting it. She said that both the PSC and individual jurisdictions could make a recommendation.

Mayor Pollard said the CRC is an extremely important project and he wants to be involved in the tolling discussions. He suggested that all PSC members attend the listening sessions about tolling.

Councilor Bragdon said there were a couple of elements in the SR 520 study that he found very useful. First, in addition to the listening sessions there was a scientific, random survey. He said he didn’t see that in the CRC proposal and it should be included. Second, he wondered how the discussion of performance measures can be blended so it is presented to the public as a discussion of the value in travel time savings.

Commissioner Stuart said he didn’t see a “no tolls” scenario in the SR 520 project and that he would like to see that tested. We are a region that hasn’t had tolls for about 50 years, he said, so it’s important to talk about the trade offs associated with not having tolls.

Secretary Hammond said that trade off might be that without tolls there won’t be a project, given the shortfall in federal and other funding sources.

Mayor Adams suggested that there could be a toll and no new bridge, or a toll and a new bridge.

Mayor Pollard said he is opposed to wasting time or money on scenarios that aren’t related to the locally preferred alternative for a replacement bridge, which was already agreed to.

Commissioner Stuart and Co-chair Hewitt felt that it’s important to include a “no toll” scenario because there will be people who say “I don’t want to pay a toll no matter what you give me for it.”

Councilor Bragdon said he would like to see targeted outreach to the freight and warehousing industry in the tolling outreach process.

Fred Hansen said it’s important that the highway interchanges and other project elements be made part of the discussion and that it not be focused only on the bridge itself. Secretary Hammond said the Washington legislature suggested something similar when they asked for the most vulnerable portions of the SR 520 floating bridge to be replaced first and to address other project elements later.

Co-chair Hewitt suggested the tolling scenarios take into account future light rail and express transit.

Mayor Adams said there are many other issues that will need to be addressed as part of the performance measures discussion, such as demand management, pricing and use of public transit. Secretary Hammond added that the performances and tolling analysis will need to match up.

Project schedule and discussion

Don Wagner, WSDOT Southwest Region Administrator, referred to the Financial Plan and Tolling Study Committee Timeline handout. The timeline shows how the work of the committee dovetails with the technical analysis and outreach. The timeline is very compressed in order to meet Washington legislative deadline in January.

He said there will need to be public listening sessions focused on key themes. To gather public comment, he said, the project can go to specific constituencies such as the freight community and also do broader outreach, focus groups, and phone surveys. All of these will be aimed at tolling; separate outreach efforts will discuss other project elements. The Project Sponsors Council will act as the “task group” to review all of these elements.

Councilor Bragdon said the listening sessions for the SR 520 project looked more iterative and had a tighter feedback loop for public input than what is shown on the timeline handout. Secretary Hammond said the CRC work will aim to replicate that.

Performance Measures Technical Working Group

Director Garrett said that on March 6, the PSC unanimously supported the creation of a Mobility Council to advise the state departments of transportation and transit districts on the optimal long-term performance of the Columbia River Crossing. He said the PSC recognized that the work of the Mobility Council should be informed by practical and measureable performance standards to maintain the long term system management.

Director Garrett said staff will come to the June PSC meeting with a work plan, schedule, and names of members of the CRC Performance Measures Technical Working Group for PSC approval. Once established, the group would present recommended performance measures to the Project Sponsors Council in January 2010.

Director Garrett referred to the draft document defining the purpose, members and meeting schedule. He invited comments, particularly about committee members. Each partner agency will designate a member.

Director Garrett said it has been suggested that the project include independent experts on performance measure development and evaluation. Some PSC members suggested drawing from tolling research expertise and case studies for best practices to help guide the makeup of the working group or as future resources for the group. PSC members cited the following resources and case studies: Transportation Research Board; Federal Highway Administration; Federal Transit Administration; and tolling case studies in New York City and Stockholm, Sweden.

Co-chair Hewitt said there are very few multimodal thinkers in transportation and that he would like to see some multimodal thinking brought to the discussion.

PSC members generally concurred with the process, as outlined in the handout, for creation of the working group.

Update on Urban Design Advisory Group

Director Garrett discussed the last meeting of the CRC Urban Design Advisory Group and referred to recent media coverage and the letter from Mayor Adams (in meeting materials). Director Garrett said we all want a bridge we can be proud of and a process that is responsive to the needs of the project sponsors.

Director Garrett said UDAG has initiated a new approach for considering potential bridge design concepts and reconciling differences among committee members. CRC staff is providing opportunities for more hands-on involvement by UDAG committee members, meeting more frequently and longer, and developing several additional design options for discussion and review.

He said he looks forward to more dialogue with the UDAG co-chairs, Mayor Adams and Mayor Pollard. The mayors thanked him for his comments.

Co-chair Dengerink said the topic of bridge type and aesthetics will be on the next PSC meeting agenda.

Next steps – Meeting calendar

Staff reviewed the handout titled *Project Sponsors Council Workplan* showing PSC tasks from May 2009 through January 2010. The work plan was drafted to provide the PSC with a framework to balance the requirements set forth by ESSB 5352 in Washington, the PSC's goal of identifying performance measures by January 2010, and the ongoing responsibility of PSC to provide guidance on project development as outlined in the 2009 Governors' letter which created PSC.

Next meeting

Friday, June 5, 2009

Oregon Dept. of Transportation, Region 1
123 NW Flanders St., Portland, Oregon 97209

May 29, 2009

TO: Project Sponsors Council
FROM: Richard Brandman, Oregon Project Director
Doug Ficco, P.E., Washington Project Director
SUBJECT: Number of structures for Columbia River Crossing Replacement Bridges
COPY: CRC Web Site

This memorandum provides background information about the number of structures to be constructed to replace the two I-5 bridges across the Columbia River. It presents considerations for the option that best meets project goals, environmental and community needs, and provides next steps in the decision-making process.

Project Schedule

This project plans to publish a Final Environmental Impact Statement (EIS) by early 2010 and receive a federal Record of Decision (ROD) later the same year. To meet these timelines, PSC is now asked to consider the number of structures for the replacement bridges. Implicit in this decision are general alignment, pier spacing, and related environmental effects. Confirming the number of structures for the river crossing will allow the project to move forward with a biological assessment of effects resulting from the project. This assessment is required before receiving a Biological Opinion from the National Marine Fisheries Service. The Federal Transit Administration and the Federal Highway Administration will not provide the Record of Decision until the Biological Opinion is received. Biological opinions typically take 6-9 months to receive, making the timing of this decision important. A delay in the publication of the Final EIS will result in significant inflationary costs related to planning, design and construction.

Selection of a specific bridge type and related aesthetic appearance is not required at this time as designs can be developed and refined after the number of structures is selected.

Draft Environmental Impact Statement Replacement Bridges Options

Two replacement river crossings were analyzed in the project's Draft EIS published in May 2008: a three bridge structure and a two bridge structure (referred to as a stacked transit/highway bridge in the Draft EIS).

The three bridge design included (from east to west) a bridge for northbound I-5 traffic, a bridge for southbound I-5 traffic, and a third bridge for light rail with a separated pathway for bicyclists and pedestrians. The two-bridge design included the two bridges for northbound and southbound I-5 traffic, with light rail and pedestrians traveling below the decks of these bridges.

Alternate configurations for the pedestrian/bicycle path are currently being considered by CRC with input from the project's Pedestrian and Bicycle Advisory Committee (PBAC) and others.

What are the considerations for a two-bridge replacement river crossing?

Based on review of environmental effects described in the Draft EIS, and the needs expressed by project advisory groups and resource agencies, CRC finds a two bridge option to be the preferred design for the Columbia River replacement bridge.

- **Smaller environmental footprint.** The two bridge structure will include fewer piers with less in-water structure, a smaller surface area with less stormwater runoff and reduced shading, and a more compact crossing with a less imposing visual obstruction of the river. Resource agencies, including Oregon Department of Fish and Wildlife (ODFW), Washington Department of Fish and Wildlife (WDFW), National Marine Fisheries Service (NMFS) and U.S. Fish and Wildlife Service (USFWS) have provided letters indicating appreciation of the two bridge option because of the fewer potential negative effects to fish species listed as threatened or endangered under the state and federal endangered species acts.
- **Unique engineering.** The two bridge design being considered for the project has unique engineering features to accommodate four modes of travel. The smaller footprint is seen as more aesthetically appealing by the project's Urban Design Advisory Group (UDAG). UDAG members voted unanimously to support a two bridge option at their January 13, 2009, meeting and reconfirmed their support at a May 8, 2009, work session held to discuss bridge type and aesthetics.
- **Cost effectiveness.** Given certain parameters, cost savings can be realized when reducing the number of bridges from three to two across the river. However, this potential for cost savings will ultimately depend on the bridge type and materials chosen. While two bridges of the same design type are certainly less costly than three, continued study and design development may show that a two bridge option using the innovative open-web box design favored by UDAG has similar costs to the three bridge traditional segmental concrete design. The innovative design of the two bridge option may also increase the overall bridge cost because the design has no history of construction in this country. Additionally, there may be significant cost benefit for the light rail portion of the project by using the same bridge as the highway.
- **Navigation improvements.** A two structure option provides ease of river navigation compared to the three bridge option with its additional piers in the shipping channel.
- **Shoreline access and redevelopment.** Two structures offer more potential for additional public access to the river from Hayden Island and better support the City of Vancouver's plans for downtown re-development.
- **Visual impact.** There will be less visual impact from the river banks resulting from two bridges as compared to three.
- **Operational reliability.** Operational reliability is the potential for an incident involving one mode of transportation to negatively affect the reliability of another mode. Incidents of terrorism, fire, derailment, and personal safety and security could affect operational reliability. The Federal Highway Administration has expressed concerns with maintaining continuous operation of I-5 over the Columbia River in the event of a significant incident. A multi-modal structure may have a higher risk of reducing operational reliability compared to a single-mode structure because an incident on one mode of a multi-modal bridge may affect the operation of the other mode. The CRC is in conversations with local first responders and others to address these concerns. Public safety and operational reliability issues require special attention in any bridge scenario, whether two or three bridges cross the river.

Next Steps

The Oregon and Washington Departments of Transportation agree, after analysis and input from the Urban Design Advisory Committee, Federal and State resource agencies and project partner senior staff, to pursue the two bridge option. CRC recognizes that outstanding concerns and questions need to be addressed before the bridge design is finalized. Project staff will continue to work with advisory groups, resource agencies, federal, state and local partners, and the public to refine plans. Specific topics to be addressed over the next months include:

- **Bridge type and aesthetics.** Selection of the final bridge type will be an iterative process over the next two years and will be coordinated with FTA, FHWA, ODOT, and WSDOT bridge experts.

CRC will continue to work with UDAG and the public to develop a visually appealing and functional structure. Due to the fact that this is an Interstate facility, the FHWA will need to agree on the final design of the structure.

- **Maintenance and security plan.** Plans will be developed and supported by project leads that describe roles and responsibilities for ongoing maintenance of the pedestrian and bicycle path, light rail track and bridge deck. Specific measures to address security concerns of the FHWA, ODOT, WSDOT and PBAC will be included.
- **Bicycle and pedestrian path.** CRC is reviewing options for the location of the pedestrian and bicycle path, including below and adjacent to the vehicle deck. Project staff will continue working with PBAC, UDAG and the public to select a design that best meets user needs and technical constraints.
- **Construction plan.** Additional planning and design work is needed to provide confidence in the construction approach for the two bridge structure since experience building such a structure is limited.

June 3, 2009

TO: Project Sponsors Council
FROM: Richard Brandman, ODOT Director
Doug Ficco, WSDOT Director
SUBJECT: Performance Measures Advisory Group Membership

The purpose of this memo is to provide a status report on the membership for the Performance Measures Advisory Group (PMAG). The Project Sponsors Council approved the draft charter for the performance measures group at the May 4, 2009 meeting and requested approval of the membership before the group's first meeting.

CRC asked each of the member agencies to name their representative as well as suggest potential facilitators and national experts in performance measures. Following are the list of agency members which results in a good mix of technical and policy experts in performance measures.

- 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

In addition, we are evaluating a long list of national technical experts with the goal of narrowing the names to three who will be part of PMAG. Experts that provide a range of knowledge related to performance measures will be sought in the following areas:

- Expert: Tolling/Pricing Dynamics
- Expert: Transit Performance Measures
- Expert: Highways Performance Measures

CRC is recommending Steve Pickrell, Senior Vice President at Cambridge Systematics, as the PMAG facilitator. Mr. Pickrell brings unique performance measurement skills as well as facilitating skills, so his availability will influence final selection of the national experts. His resume is attached and we are meeting with him on Monday, June 8 to confirm his availability to meet the ambitious schedule ahead.

CRC plans to hold the first PMAG meeting in late June with final recommendations to be provided to PSC in December, 2009. Progress reports will be provided at each PSC meeting.

Steven M. Pickrell

Senior Vice President
Cambridge Systematics, Inc.

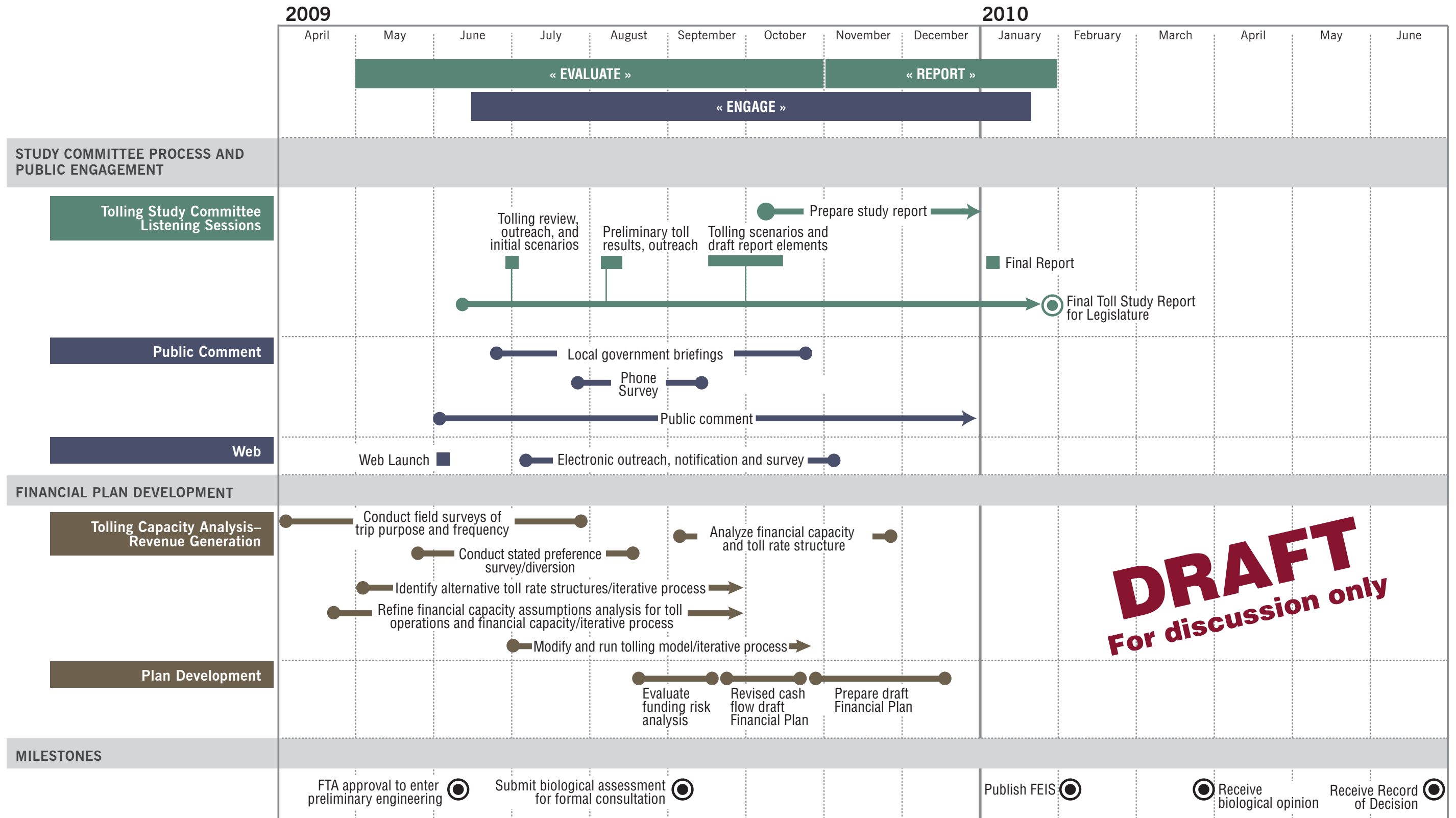
Steven M. Pickrell, P.E., has more than 25 years' experience in transportation planning at the Federal, state, regional and local levels. Mr. Pickrell is a recognized expert in the field of performance measurement for transportation planning, programming and organizational management. He was Principal Investigator for two key NCHRP projects focused on performance measurement, including NCHRP project 7-15, *Cost-Effective Performance Measures for Travel Time Delay, Variation, and Reliability*; and NCHRP project 8-32(2), *Multimodal Transportation: Development of a Performance Based Planning Process*. He was the primary author of the corresponding guidebooks published as a result of these projects, NCHRP Reports 618 and 446, respectively. Mr. Pickrell served as Principal-in-Charge for the recently-completed Strategic Highway Research Program project CO2 that generated a performance-measurement framework to support collaborative decision making on highway capacity projects. He is currently Principal-in-Charge for a U.S. Federal Highway Administration (FHWA) project to develop an implementation plan for performance-based management of the Federal Aid Highway Program. Mr. Pickrell will participate in a 2009 international scan to identify best practices in linking performance and accountability to transportation budgets.

Mr. Pickrell has worked with numerous state DOTs and metropolitan planning organizations (MPO) designing and implementing performance measurement systems for a variety of purposes including long-range capital planning and programming, system condition and performance monitoring and management, and resource allocation decision-making. For the Oregon DOT Highway Division Mr. Pickrell helped to develop a performance management system including identification of recommended performance metrics, data sources, analytical procedures, and reporting. He directed CS' contribution to the 2006 Oregon Transportation Plan, focusing on development of multimodal performance measures for analysis of alternative system investment strategies. He assisted the Montana DOT in development of a performance-based programming process ("P3") to deliver biennial programs more closely related to MDT's overall policies, needs and priorities. He was Project Manager for the Arizona Long-Range Transportation Plan, a performance-based planning and prioritization effort for the Arizona DOT that was unique in its application of HERS-ST and HPMS analytical models to the evaluation and prioritization of a 20-year program of projects.

Mr. Pickrell also has worked with numerous state, regional and local planning agencies, public transportation authorities, and other special-purpose agencies to conduct peer evaluations of performance-based project prioritization methods and to develop improved processes for predicting future performance as a result of proposed system investments. Past clients include state departments of transportation in Idaho, Colorado, California and Maryland, MPOs including the Southern California Association of Governments (SCAG) and the St. Louis East-West Gateway Coordinating Council, and special-purpose congestion management agencies, public transportation operators, and others.

Mr. Pickrell has co-authored several papers on related topics including Multimodal Tradeoff Analysis, Use of Performance Measures in Transportation Decision-Making, and Linking Performance-Based Program Development and Delivery. He is a registered professional engineer in California, a member of the Institute of Transportation Engineers Goods Movement Advisory Council, and a member of the Transportation Research Board Committee on Multimodal Statewide Planning. Mr. Pickrell received degrees from Stanford University and the University of California at Berkeley.

Financial Plan and Tolling Study Committee Timeline





Project Sponsors Council Work Plan

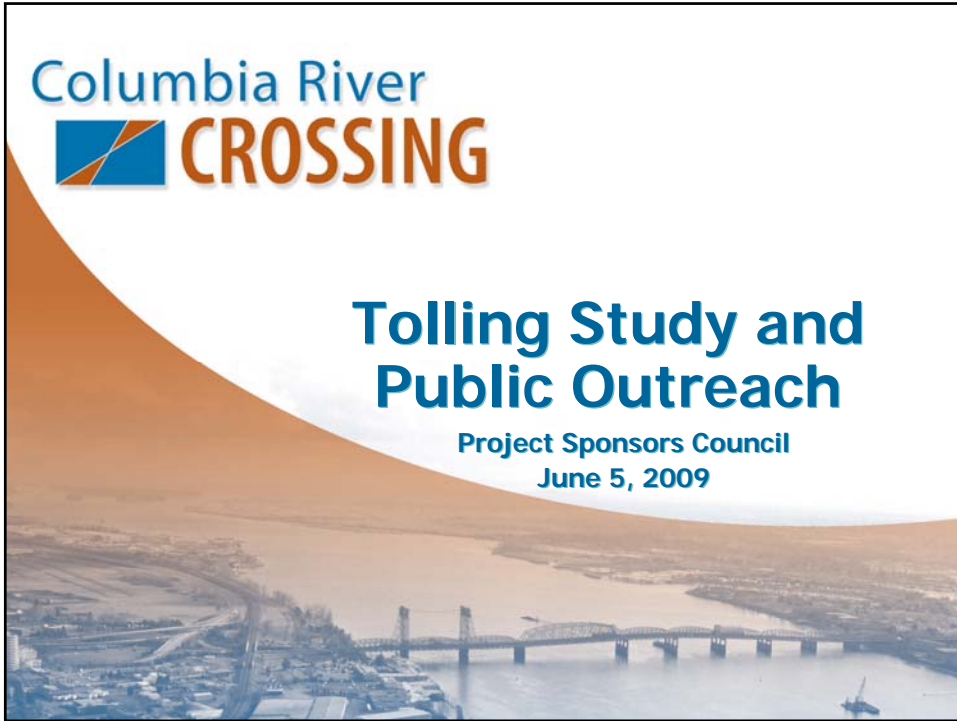


This work plan was drafted to provide the Project Sponsors Council (PSC) with a framework to balance the requirements set forth by ESSB 5352 in Washington, the PSC's goal of identifying performance measures by January, and the ongoing responsibility of PSC to provide guidance on project development as outlined in the Governors' letter.

	2009						2010	
	May 4	June 5	July 17	September 4	October 2	November 6	December 4	January
FINANCIAL FRAMEWORK/ UPDATES	<p>■ Tolling Work</p> <ul style="list-style-type: none"> Legislative update Discuss schedule and work plan Committee composition <p>ACTION Advise and recommendations on moving forward with CRC Tolling Study Committee</p>	<p>■ Tolling Work</p> <ul style="list-style-type: none"> Preliminary summary of work to date Rates and structures for evaluation Tolling Study Committee <ul style="list-style-type: none"> Outreach schedule and preliminary plan 	<p>■ Tolling Work</p> <ul style="list-style-type: none"> Tolling Study Committee – status <ul style="list-style-type: none"> Outreach schedule and plan – status Rates and structures for evaluation Discuss preliminary revenue projections ■ State and federal contribution assumptions 	<p>■ Tolling Work</p> <ul style="list-style-type: none"> Tolling Study Committee – status <ul style="list-style-type: none"> Outreach schedule and plan – status ■ Preliminary financial plan outline <ul style="list-style-type: none"> State and federal contribution assumptions 	<p>■ Tolling Work</p> <ul style="list-style-type: none"> Tolling Study Committee – status <ul style="list-style-type: none"> Outreach schedule and plan – status Rates & structures being evaluated Discuss revenue projections 	<p>■ Tolling Work</p> <ul style="list-style-type: none"> Tolling Study Committee – status <ul style="list-style-type: none"> Outreach schedule and plan – status Discuss tolling draft report Rates, structures and revenue projections Report on survey ■ Present Draft Financial Plan <ul style="list-style-type: none"> State and federal contribution assumptions Toll rates structures with revenue projections <p>ACTION Advise and recommendations on Draft Financial Plan</p>	<p>■ Tolling Work</p> <ul style="list-style-type: none"> Tolling Study Committee – status <ul style="list-style-type: none"> Outreach schedule and plan – status Open houses report Receive report 	<p>■ Tolling Work</p> <ul style="list-style-type: none"> Tolling Study Committee Financial Update
PERFORMANCE GOALS/ MEASURES	<ul style="list-style-type: none"> Preliminary discussion on technical committee membership Advise/concur at June 5 meeting 	<p>ACTION Advise/concur of technical committee membership</p> <ul style="list-style-type: none"> Present membership for technical committee 	<p>■ Technical committee – status</p>	<p>■ Technical committee – status</p>	<p>■ Technical committee – status</p>	<p>■ Technical committee update</p> <ul style="list-style-type: none"> Goals agreed to by committee Performance measures agreed to by committee Advise/concur on goals/measures at December 4 meeting 	<p>■ Technical committee update</p> <ul style="list-style-type: none"> Goals agreed to by committee Performance measures agreed to by committee <p>ACTION Advise/concur on goals/measures for Mobility Council</p>	
PROJECT DESIGN		<ul style="list-style-type: none"> Bridge Type and Aesthetics <p>ACTION Advise on number of bridges</p> <ul style="list-style-type: none"> Schedule for FEIS, ROD and construction start 	<ul style="list-style-type: none"> Bridge Type and Aesthetics <ul style="list-style-type: none"> Continued aesthetics discussion Transit alignments Interchanges Federal and state regulatory endorsement progress Schedule for FEIS, ROD and construction start 	<ul style="list-style-type: none"> Highway Transit Federal and state regulatory endorsement progress Schedule for FEIS, ROD and construction start 	<ul style="list-style-type: none"> Highway Transit Present project description going into FEIS Federal and state regulatory endorsement progress Schedule for FEIS, ROD and construction start 	<ul style="list-style-type: none"> Highway Transit Federal and state regulatory endorsement progress Schedule for FEIS, ROD and construction start 	<ul style="list-style-type: none"> Highway Transit Federal and state regulatory endorsement progress Schedule for FEIS, ROD and construction start 	<ul style="list-style-type: none"> Highway Transit Federal and state regulatory endorsement progress FEIS Schedule for FEIS, ROD and construction start
FUTURE MEETINGS	<p>■ Schedule and topics</p>	<p>■ Schedule and topics</p>	<p>■ Schedule and topics</p>	<p>■ Schedule and topics</p>	<p>■ Schedule and topics</p>	<p>■ Schedule and topics</p>	<p>■ Schedule and topics</p>	<p>■ Schedule and topics</p>

Tolling Study and Public Outreach

Project Sponsors Council
June 5, 2009



CRC Tolling Assumptions

CRC analysis and planning is based upon two key tolling concepts:

1. Tolling will be an important source of funding, along with federal and state dollars, to pay for construction and maintenance.
2. Tolling will be implemented in a manner to help manage congestion.

Washington and Oregon Seek Public Input – Authorize Toll Study Committee

- Purpose: Develop and provide detailed tolling information for public review & comment including:
 - Evaluate potential diversion to other parts of the transportation system
 - Evaluate most advanced tolling technology and active traffic management technology to maintain travel time speed and reliability
 - Input from public and local/regional governing bodies assessing the impact tolls might have on the operation of the I-5 and I-205 corridors, diversion of traffic to local streets, funding and potential mitigation measures

Report public comments and findings January 2010

What We've Learned...



What We've Learned About Tolling...

- New technologies
 - Tolling made more convenient and efficient
 - Variable tolling now possible
- Travel patterns are affected by tolling options
 - People make different choices about their trip time, purpose, and mode
- Funding contribution from tolling is affected by tolling options
 - Toll revenue generation is related to traffic levels, toll rate, location and start date

All-Electronic Tolling

- Columbia River Crossing proposes 100 percent electronic tolling.
- Cash collection is expensive, costing more than electronic tolling.
- No additional right-of-way needed to erect toll booths.
- Regular users will use a transponder — toll deducted from their account.
- Those without transponders identified for payment by license plate.
- Transponders would work in Washington and Oregon.

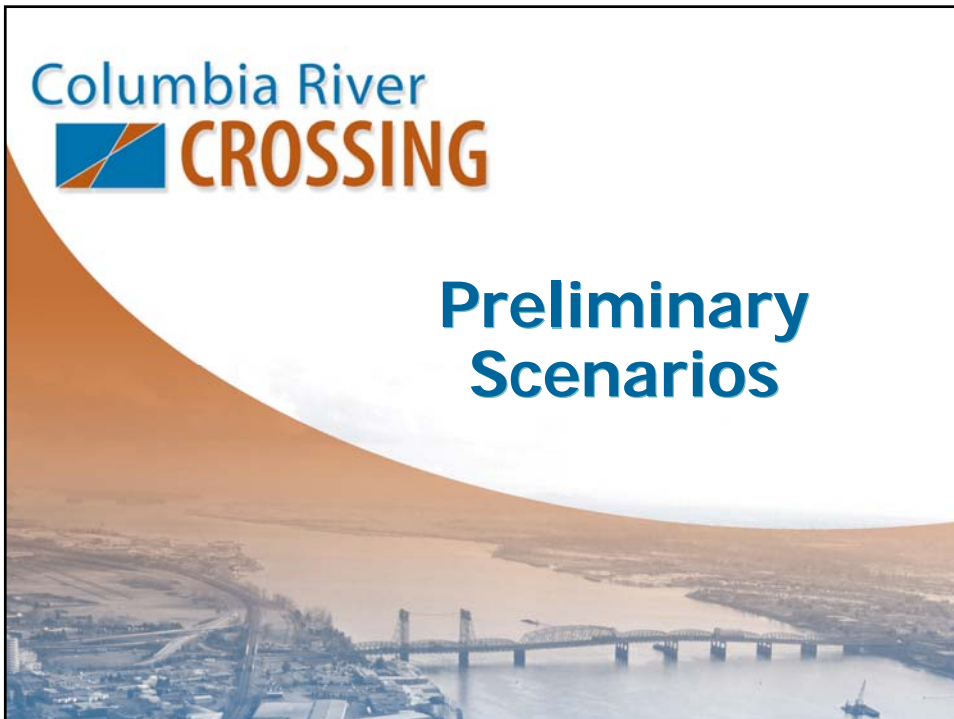


Variable Tolling

- CRC proposes variable tolling: tolls that vary by time of day according to a set schedule.
- Toll rates would be lower during non-peak hours, encouraging some drivers to change travel patterns.
 - Helps relieve congestion during peak hours
- Electronic toll collection makes variable tolling practical.
- The alternative to variable tolling is a fixed toll rate.
 - Toll amount doesn't change
 - No incentives to shift trips to off-peak times

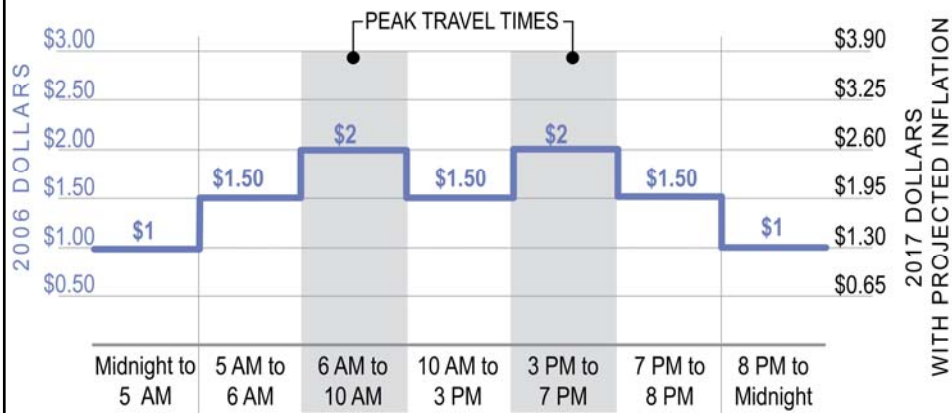


Preliminary Scenarios



Base Variable Toll Schedule — DEIS Tolls

Rates for I-5 weekday, one-way tolls (Scenario 1)



Six Preliminary Toll Scenarios Analyzed

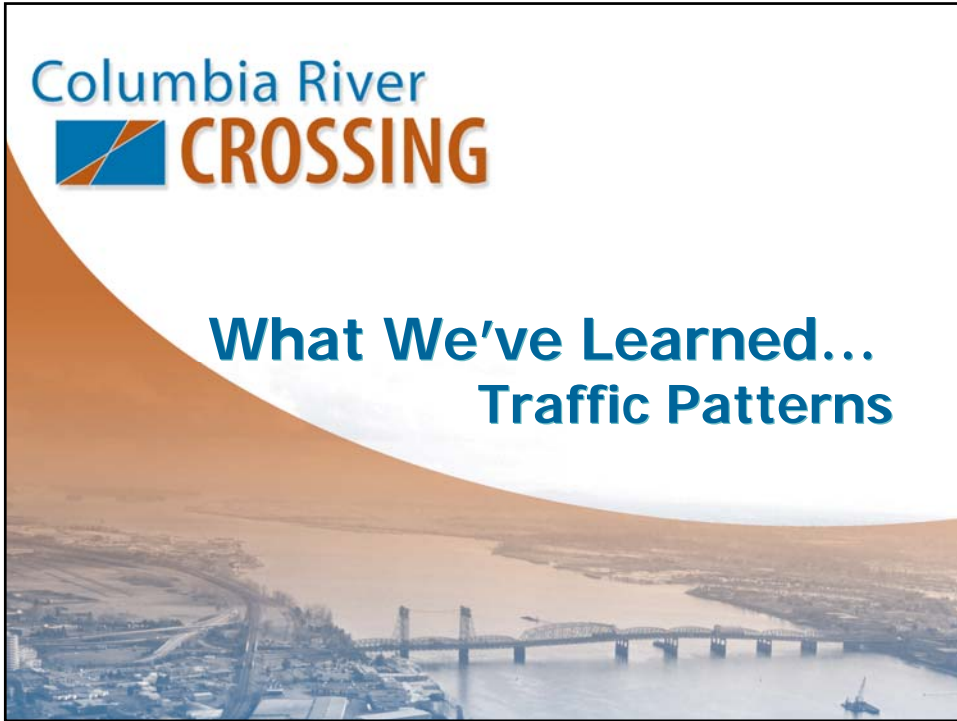
Toll I-5

1. **DEIS toll:** Uses the base toll structure from the Draft EIS.
2. **Directionally tailored toll:** Toll rates differ by travel direction; e.g. northbound PM peak toll would be higher than southbound PM peak toll.
3. **2x DEIS toll:** All tolls are twice the DEIS rates.
4. **3x DEIS toll:** All tolls are triple the DEIS rates.

Toll I-5 and I-205

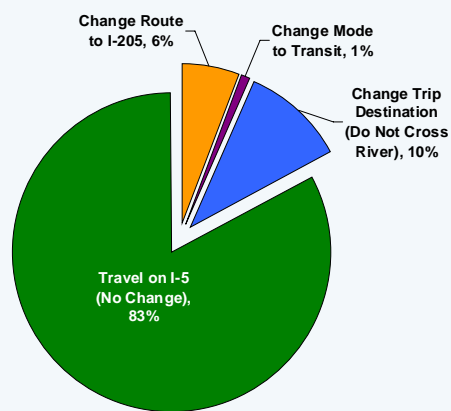
5. **DEIS toll on I-5 and I-205:** DEIS tolls on both bridges, with the round-trip toll amount collected southbound only.
6. **2x DEIS toll on I-5 and I-205:** Double the DEIS tolls on both bridges, with the round-trip toll amount collected southbound only.

What We've Learned... Traffic Patterns



What happens to travel behavior 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



Toll Diversion Estimates for
DEIS Tolls on I-5 (2030)

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

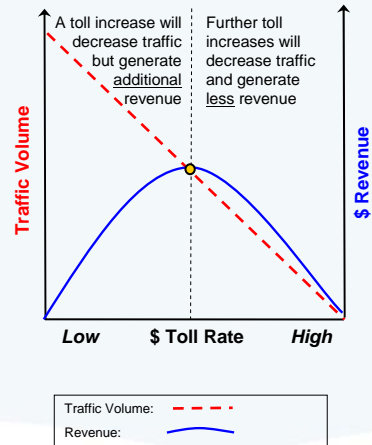
- No diversion from one bridge to another
- The majority of trips remain on I-5 and I-205 bridges
- Some people will choose a different trip destination to avoid crossing the river
- Some people will choose to use transit instead
- Some people may choose to change the time of their trip to pay a lower toll
- Some people may choose to carpool to share the toll cost

What We've Learned... Funding Contribution

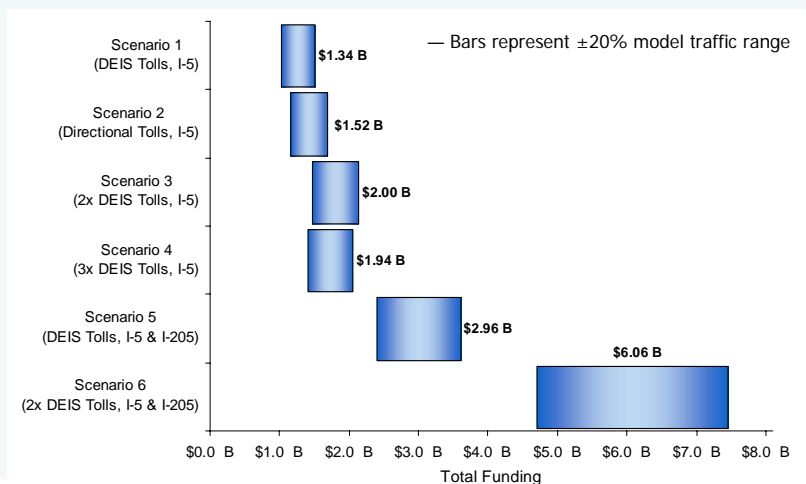


Toll Rates Affect Traffic and Revenue

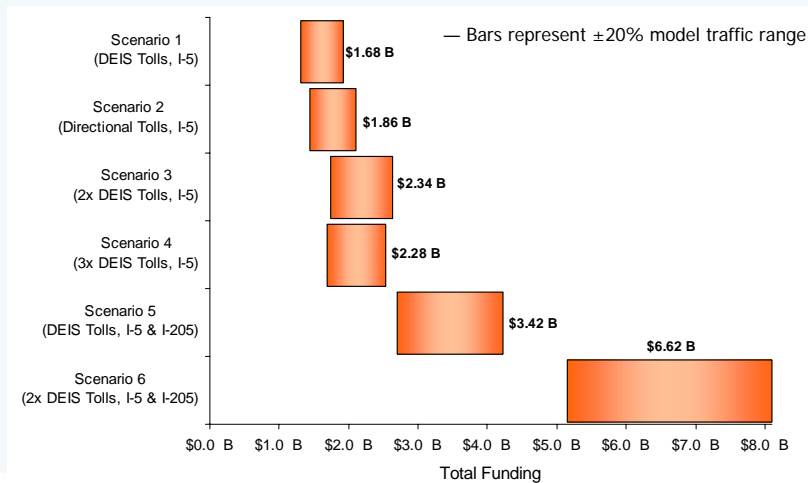
- A toll increase will decrease traffic but generate additional revenue up to a point.
- Past that point, further toll increases will decrease traffic and generate less revenue.
- The maximum revenue point may be different by time of day and direction of travel.



Toll Funding Contribution Ranges — Tolling starts mid 2017 (FY 2018)



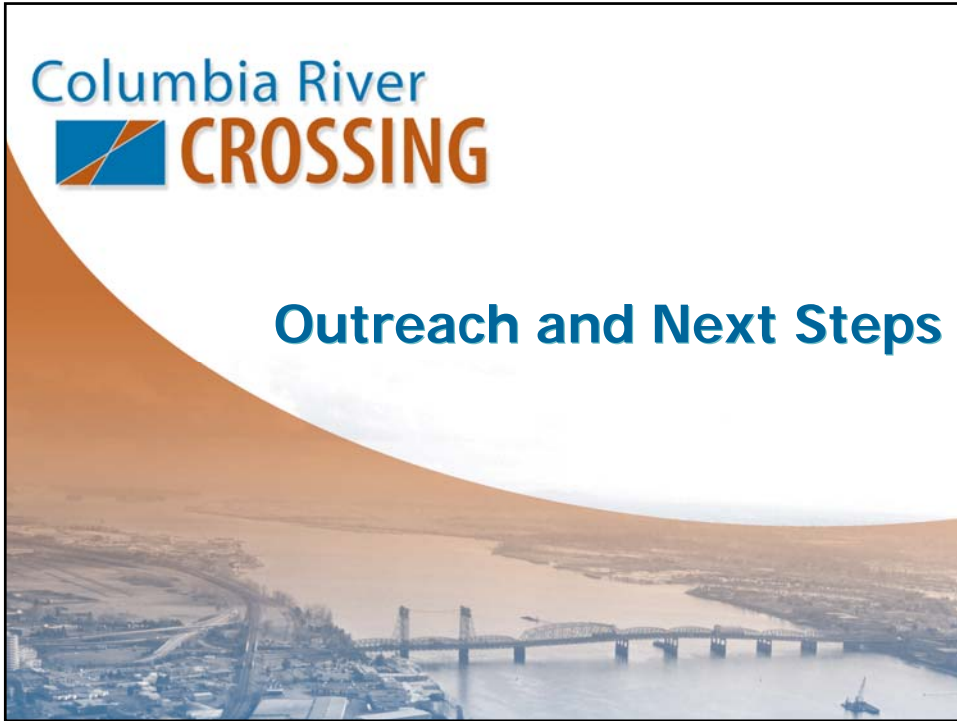
Toll Funding Contribution Ranges with Tolling During Construction — I-5 Tolling starts mid 2012 (FY 2013)



What we've learned so far....

- Technology: electronic tolling is faster, less expensive, more convenient
- Variable tolling can help manage congestion
 - Tolls that are higher during peak times will help reduce congestion
 - Lower off-peak tolls will encourage some trips to shift from peak times
- Funding Contribution
 - Tolling both bridges doubles the funding contribution of tolls
 - There is a tipping point beyond which higher tolls reduce revenue

Outreach and Next Steps



What do we hope to accomplish from this process?

- Provide information about opportunities, benefits, costs and tradeoffs
- Learn from the public about additional issues that need to be studied
- Engage the public and host discussions about tolling tradeoffs and scenarios
- Gather opinion and evaluate how to best meet the needs of residents of Oregon and Washington, users of the bridge and adjacent communities

Tolling Study Public Outreach Schedule



Open Houses, Listening Sessions, Public Input

- Project Open Houses
 - June 23, 2009 – Jantzen Beach SuperCenter, Portland
 - June 24, 2009 – Red Lion at the Quay, Vancouver
- Tolling Listening Sessions with the Tolling Study Committee
 - June 30, 2009 – WSDOT SW Region, Vancouver
 - July 1, 2009 - Jantzen Beach SuperCenter, Portland
 - Additional listening sessions in late summer/fall

How can the public provide feedback?

- Attend listening sessions, open houses
- Email
 - feedback@columbiarivercrossing.org
- Mail
 - 700 Washington Street, Suite 300, Vancouver WA 98660
- Web
 - <http://tolling.columbiarivercrossing.org>
- Web survey
 - Begins summer 2009

Questions?

