

- The freight and business community has a generally favorable response to the concept of tolling to fund the project and reduce the hours of congestion in the project area.
- Just over half of the survey respondents agreed that tolling early to reduce costs and debt would be a favorable way to move forward with the project.
- A high number of survey respondents indicated they would strongly oppose tolling I-205.

Many questions remain: the amount of funding needed from tolls, whether I-205 is a part of the financing or traffic management package, and whether discounts will be allowed for any bridge users.

Overall Findings from Scenario Analysis

The Committee evaluated 10 tolling scenarios. All but one assumed a variable rate toll that would change according to a set schedule. Some scenarios evaluated tolls only on I-5 and others included tolls on I-5 and I-205.

Financial Capacity

The scenarios examined could raise between \$940 million and \$3.36 billion in funding from tolls. The most an I-5 only scenario raised was \$2.09 billion. With a toll on both I-5 and I-205, the funding contribution from tolls was typically more than the I-5 only tolling scenarios. Tolling early could raise an additional \$330 million for any of the scenarios studied.

Traffic Conditions with Tolling

- Tolls lead to a decrease in the level of cross-river traffic demand and cause some vehicle trips to shift to uncongested off-peak times (when the toll is lower). As a result, the duration and magnitude of traffic congestion would be reduced.
- Daily and hourly traffic volumes in 2030 would vary for the I-5 bridge and the I-205 bridge with different tolling levels. For I-5 only toll scenarios, some trips would divert to I-205 to avoid paying the toll. For scenarios that toll both bridges, diversion to I-205 would be minimized and trips would shift to I-5 once the option of a non-tolled route was removed.

Diversion due to Tolls

- For most of the I-5 only toll scenarios, the majority of drivers would not change their travel patterns. Some would choose a new destination or a non-tolled route. Diversion to transit is minimal due to the already increased ridership associated with project improvements.
- Higher tolls on I-5 would cause more route diversion; however, the percentage of diversion tends to be lower during peak periods when travelers' willingness to pay tolls may be higher and/or alternative routes are congested, and thus, time consuming.
- For scenarios that toll both the I-5 and I-205 bridges, traffic levels would be higher on I-5 and lower on I-205 compared to tolling only the I-5 bridge. However, compared to the No Toll project scenario, total cross-river traffic demand would be less on both the I-5 and I-205 bridges as many trips would divert to transit or not be made across the Columbia River.

Next Steps

The Final Environmental Impact Statement will be produced in 2010 and the finance plan will continue to be developed over the next two years as the project's scope, budget and funding sources are refined. Project specifications and traffic data will inform the toll-setting process that is just beginning. The Oregon and Washington transportation commissions will work together to determine the appropriate structure for issuing debt, authorizing bonds and setting rates on a bi-state facility. Public engagement and community outreach will continue throughout this process.

Appendices on Disk and Available on the Web site (<http://tolling.columbiarivercrossing.org>):

Volume 1

- A: ESSB 5352
- B: Outreach activities and materials
- C: Travel Demand Forecasting, Revenue Projections, Determination of Net Revenues, and Financial Capacity Analysis

Volume 2

- D: All public comments received