

**From:** [Phil Loyd](#)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Tolls  
**Date:** Thursday, June 26, 2008 12:29:35 PM  
**Attachments:**

- P-0209-001** | I sincerely hope that persons making the decision will notice that one-way (south-bound) toll collection will be much more efficient, cost-effective, and traffic friendly.
- P-0209-002** | Also, I'm in favor of:  
tolls as soon as possible,
- P-0209-003** | on 205 also,
- P-0209-004** | time-scaled,  
in even dollars for non-subscribers, and  
at least \$1 minimum, \$3 rush hour (maybe \$5 for one-way collection).

Phil Loyd



### **P-0209-001**

Details and policies for the tolling system will be decided by the transportation commissions and legislatures of both states. However, the project has proposed and assumed that an electronic tolling system will be used. Electronic tolling collection (ETC) is a cashless toll collection system using the latest electronic technology. ETC promotes free-flowing traffic by eliminating the need for toll booths and allowing all vehicles to pay a toll without stopping.

ETC systems in use today allow drivers to purchase an inexpensive, credit card sized transponder that is placed on the inside windshield of their car. When driving through the toll collection point, radio equipment above the road scans the transponder and deducts the toll from the user's account. User accounts could be linked to a credit or debit card, or they could be prepaid.

Infrequent travelers without a transponder would be charged via a video camera that can quickly scan and photograph license plates. A bill for the cost of the toll and a processing fee can be sent to the registered vehicle owner.

All personal information necessary to use the ETC system would be maintained by the State DOT, as is now being done with WSDOT's Good To Go! Program that is collecting tolls for facilities such as the Tacoma Narrows bridge. The use of this information, like all personal information provided to the state, will follow state privacy guidelines.

### **P-0209-002**

Modeling has indicated that tolling I-5 without making the improvements that are part of the CRC project would not meet the project's Purpose and Need. This does not mean that some form of tolling prior to constructing CRC couldn't be implemented. The ultimate decision on any

tolling options will be made by both the Washington and Oregon Transportation Commissions.

**P-0209-003**

Tolling I-205 is not part of this project, but could be implemented separately. With few exceptions, federal statutes do not permit tolling of an existing interstate highway without associated improvements. FHWA does have pilot programs that allow state departments of transportation to apply for approval to toll a facility.

**P-0209-004**

The CRC project proposes to include a variable rate toll. The goal of variable-rate tolling is to reduce congestion and maximize the flow of traffic through this corridor. With a variable rate toll, a lower toll is charged when traffic demand is lower and a higher toll is charged when the corridor is at its highest demand. Because a toll is charged by time of day, variable-rate tolling gives travelers an incentive to change travel times, reduce optional trips, take an alternate route, or choose transit as an alternative to driving alone. Experiences in other cities in the U.S. and around the world have shown that these fees can help reduce congestion and improve the performance of the roadway.