

**Hines, Maurice**

**From:** david4466@gmail.com  
**Sent:** Tuesday, October 25, 2011 12:31 AM  
**To:** Columbia River Crossing  
**Subject:** Endorsed Tolling for I-205 & I-5 and LRT



Hello

**P-057-001** | I write in strongly endorsed for Tolling systems in I-205 and I-5 and Light Rail route. I felt that I-205 and I-5 should installed tolling system, so it helps paying to federal and WA/OR Department of Transportation funds. I do urge supporting tolling system should start in 2012 or later 2013 ?

**P-057-002** | In a supporting action for a light rail should extend from Expo Center to Hyden (spelling, you fix my spelling) Island - Jantzen Beach station to Vancouver, WA that keeps on TRIMET plans stays, please not cancel light rail route.

**P-057-003** | Let me know about when do tolling starts operation?  
**P-057-004** | I do not sure about tolling installs on I-205 & I-5 bridges? Otherwise, I support both of toll bridges. Let me know more specific dates, so I found construction starts on 2013 which first of January 2013 or early spring 2013?

I recommend old bridges moves to Grand route in Vancouver connects to Grand route in Portland on Columbia Rivers (low speed like transit, others). Pass to City of Vancouver/City of Portland recommendation addresses.

Sincerely,  
David Johnson

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### **P-057-001**

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.

Some form of tolling prior to constructing CRC may be implemented. The ultimate decision on any tolling options will be made by both the Washington and Oregon Transportation Commissions.

### **P-057-002**

The LPA includes light rail from Expo Center to a terminus near Clark College in Vancouver, with a station on Hayden Island.

### **P-057-003**

Regarding tolling I-205, please see P-057-001.

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-057-004**

Construction is expected to start in late 2013. See Chapter 2 of the FEIS for additional discussion of the expected construction schedule. The project will actively seek ways to reuse the existing bridges. However, because they include a lift span which impedes river navigation, they may not be used nearby. A separate analysis will start after the Record

of Decision is published, and there will be many alternate uses considered for the bridge.