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**Subject:** Toll Impact Inquiry  
**Date:** Tuesday, June 10, 2008 5:12:05 PM  
**Attachments:**

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In connection with toll discussions for the new I-5 bridge:

- B-032-001** | 1-- Have bridge toll amounts been presented or discussed?
- 2-- Would toll amounts be the same for cars and trucks?
- B-032-002** | 3-- Has there been consideration of the potential impact of tolls on traffic diversion, i.e., driving more traffic to I-205 bridge instead of new I-5 replacement?
- B-032-003** | 4-- Are there other examples nationally that give some indication of the likely impact of tolls on commercial truck traffic?
- B-032-004** | 5-- What on-line resources are available on the toll/traffic impact topic?

Thank you in advance for your response.

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### **B-032-001**

Potential tolling amounts were disclosed and discussed in the DEIS (see Chapter 2), and have been again in Chapter 2 of this FEIS. Establishment of specific toll rates, including rates for different vehicle types, would occur after publication of the FEIS by a combination of agencies and the Washington State legislature. State legislation from 2008 in Washington permits WSDOT to toll I-5 provided that the tolling of the facility is first authorized by the Washington legislature. Once authorized by the legislature, the Washington Transportation Commission has the authority to set the toll rates. In Oregon, the Oregon Transportation Commission has the authority to toll a facility and to set the toll rates.

### **B-032-002**

Traffic modeling indicates that tolling I-5, but not I-205, would divert some traffic to I-205 although most trips would remain on I-5. However, under existing conditions, trips already divert to I-205 and would continue to do so under No-Build because of the unreliability of, and congestion in, the I-5 corridor. With the CRC improvements to I-5, many of those diverted trips would shift to I-5 because it would be a shorter and more reliable trip than I-205. Tolling the I-5 crossing causes some trips to shift to I-205 in order to avoid the toll. The net difference in the number of trips crossing on I-205 is only slightly higher with the CRC project than without it.

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 the approval to toll a facility. The project sponsors are not proposing to toll the I-205 crossing as part of the CRC project. It is possible that a toll could be placed on the I-205 crossing in the future separate from the CRC project. Section 3.1 of the DEIS and FEIS discusses the effects of the project on traffic levels in the I-5 and I-205 corridors.

In addition, tolling prior to or during construction can be used to manage demand and begin collecting the revenue. This is not currently proposed but could be implemented if approved.

**B-032-003**

The effect of tolling on traffic, or freight specifically, is dependent upon a variety of factors that make comparisons to other projects and facilities around the nation challenging. For CRC, tolling is expected to provide improved travel times and efficiency for truck-hauled freight using the I-5 corridor, in addition to being necessary for funding the infrastructure improvements provided by this project.

The Economics Technical Report provides a detailed evaluation of the expected effects from this project, including the tolling element, on the local and regional economy, and the truck-hauled freight industry specifically.

**B-032-004**

The evaluation of CRC's effect on traffic is probably the best resource to understand how this project's toll is expected to affect traffic. Other studies, either on different projects or on tolling in general, would not be able to take into account the conditions in this project area, such as being just one of two corridors spanning the river separating Vancouver from Portland, and that there are no other tolled facilities in the region. Please refer to the traffic analysis in Chapter 3 (Section 3.1) of the FEIS for a discussion about how this project, and the toll specifically, is expected to affect traffic conditions. This is available online at the project website: [www.columbiarivercrossing.org](http://www.columbiarivercrossing.org)