



I-5 Columbia River Crossing Stated Preference Travel Study Report

Appendix C: Survey Comments

November 2013

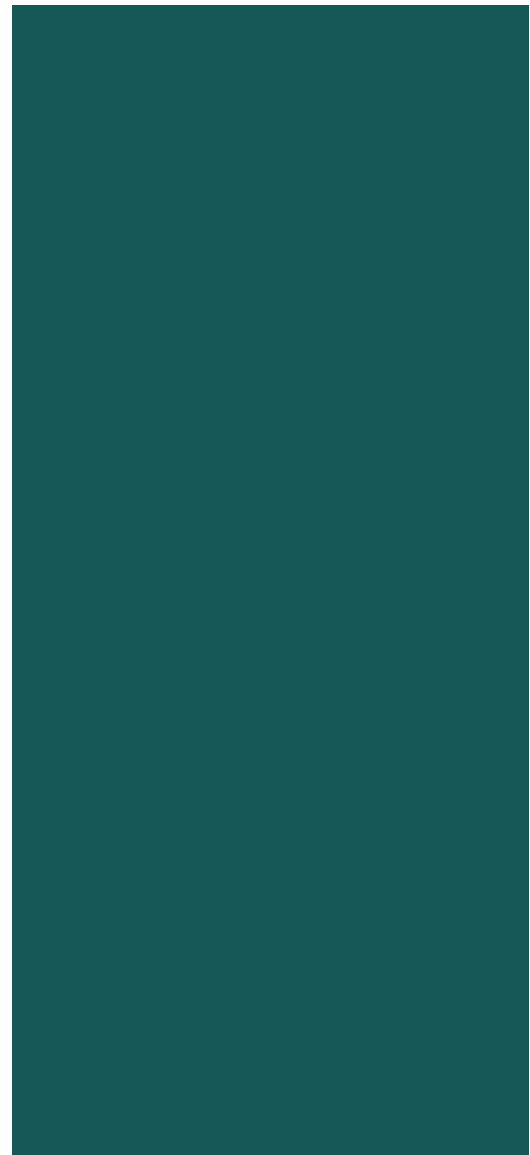


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Before clicking the “End Survey” button on the last page of the survey, respondents had the opportunity to leave open-ended comments. These comments about the project and the survey itself are included in this appendix for the passenger and the commercial vehicle survey. Comments have been edited for profanity only; no other changes have been made. Approximately 880 (760 passenger vehicle and 120 commercial vehicle) comments are included below.

1.0 PASSENGER VEHICLE OPEN-ENDED COMMENTS

- We are in favor of the building of the i-5 interstate bridge between washington and oregon. It would be a good thing for all of us.
- Bridge lifts cause too many delays, especially during "peak" travel times. Bikes & walkers could 'share' toles also. reasonable tole could be accepted?
- I generally use I-205 more than I-5 because congestion on I-5 can be so bad during high use periods. I would use I-5 more in the evening but fear of bridge raisings discourages my use of it.
- I think that the smart way to pay for the bridge fast would be to put toll on I205 as well as I5. It would work!
- I think our representatives are living in a fantasy world. They have no clue how to live like real citizens. They have designed a bridge that has things the public does not want. They refuse to listen to the people they are there to represent. The folks in Minnesota designed and built a bridge without all the fluff added to it as the citizens wanted them to do. Time for a reality check here in the Pacific Northwest!! We need a bridge that works to help traffic flow. Not one for the pipe dream of light rail. Light rail is a failure. It's time to build roads for the way we live. Not the way the environmentalists want us to live!!!
- Thanks for the opportunity to be heard about the CRC project!
- This country needs to improve public transportation. Our transportation system is ridiculously inadequate. There needs to be more support of the rail system and the light rail for local.
- We really need the new bridge. Tolling is probably the only way to cover costs. Obviously keep it as low as possible, meaning a longer time for payoff, but that way it will assure more people to use it instead of changing their travel to 205. It also really needs access by MAX (or similar) to Vancouver destinations. I/we would use it to travel into Vancouver for its many events and activities.
- get it built and include light rail. thanks.
- we need light rail!!
- opposed to stationary bridge that to low to allow usual water traffic
- If the tolls were lower i would travel across the i-5 bridge more often if not i choose to remain n washington.
- As a taxpayer who is forced to pay Oregon State Taxes while I live in Vancouver, WA but work full time in Oregon I find it completely distasteful to be required to pay any more taxes (or tolls) for the privledge of working in Oregon and being taxed without representation. The additional cost for those who work in Oregon and live in Washington is severly cost prohibitive and would place an unnecessary hardship on an already overtaxed citizen!!!!
- Buses are more flexible and more cost efficient than rail. Choose Compressed Natural Gas Buses over light rail.
- Please keep in mind that the purpose of a road, bridge, etc. is to move people and their stuff NOT to move cars. With the alarming projections in population growth a bridge design centered on one-passenger cars and shipping by truck would be a humongous mistake! Rail is the best technology we have and a bridge without it would not be worth building.
- good luck
- This project will do nothing at all to fix the problems that it is supposed to solve. I do support adding light rail over the Columbia, but it will only take a small bite out of the problem. Currently, there are onlt TWO auto crossings in the Portland-Vancouver area of the Columbia. This really needs to change.



The Willamette and Columbia Rivers, with the West Hills form a sort of trap for cars. While there are good connections to the east and south, the connections to the westside need work, and are completely inadequate to the north. Building a bigger bridge at the same location just creates a bigger funnel that will be overwhelmed too. It'd be a lot cheaper to build new bridges up and downstream as needed, modify the BNSF railroad bridge draw to align with the Interstate Bridges' lifts, Add MAX to the existing bridges or a local-only bridge for Hayden Island, and create a direct route between Washington County and Clark County that does not need to go through downtown Portland. That should fix this. Also, the design of the replacement is UGLY. Not worthy of the gateway between states that it should be. I'd rather have the old bridges, as they are historical. Whenever historic structures are removed, something at least as significant or aesthetically better should replace it. I am also concerned with our governor's involvement with this, especially his advisor Patricia McCraig. This seems more and more like corrupt political payola than an actual solution. The only thing this solves, it seems (in Oregon) is John Kitzhaber's need to repay political favors. Make this a serious project again, and I will support it. Otherwise, we're going to spend too much and get too little back.

- it is ridiculous to put in a new bridge in this economy. especially since it puts the fixed income residents on Hayden Island in jeopardy of displacement and severe health risk.
- that 10 series of very similar questions was maddening. try to alter that if you can. east coasties pay to go places on turnpikes. don't want that happening in my Oregon and not on the west coast. bad idea. I am a 'liberal' person but also favor no sales tax. paying to go to the state above us is not a good idea and I hope it doesn't happen. thank you
- over investment for planning without finalization of project for research
- Build a light rail track over the 5 bridge
- This survey is very skewed.
- 1. Close the rinky-dink little airport so that a real bridge can be built. 2. Find a way to build it higher in any case. 3. Push light rail all the way north to the bus barn at 78th.
- I don't mind toll bridge fees as long as they don't become so expensive that I have to use other means to cross the bridge/river. It is always good to offer another no cost method of crossing the river.
- put the light rail on the bridge.
- build a third bridge
- I think the proposed bridge is not high enough. It should be over 200 ft clearance.
- build a tunnel using the tube design and don't build a new I-5 bridge
- more information should be available to public and the toll should be under 3 dollars.
- for some to make money some must give money to bad no governments have no money
- bridge is a waste. until we have a sales tax in this state, or some sort of consumption tax, please don't make it easier for tax dodgers to come over here and shop.
- Please hurry and get us a new bridge across the Columbia.
- Bring me light rail. Give me a new bridge. Give me a decent new bike lane (that's safe). Toll my car trips. This looks like a great project that will be good for my community here. Thanks.
- I generally oppose the construction of the new bridge when the existing bridge is still in good shape. There are other things that need funding at this time. if they are going to toll for crossing the I5 bridge, they should do so on the existing bridge without building a new one, so that we don't have to spend millions of dollars.
- It is impossible for me to use public transit because I work at a variety of locations which causes time constraints for me. I think that there are other ways of funding such a project without tolls. Not everyone can afford paying tolls and it would be non-earth friendly if I and others like me are forced to consume more gas and put more mileage on my dilapidated car because I can't afford to pay a toll, and I have no choice about driving over into Vancouver, which would make me use I-205.
- Please do not build another bridge across the river. This is a terrible idea. We don't need to promote the use of car trafficking, we need to improve the ease of public transportation systems in order to



improve public opinion and favor of options that make sense. It does not make sense for individuals to be driving two ton hunks of metal to and from the suburbs of Portland and back everyday. If we improved public opinion and had a higher rate of use, it would be possible to lower the costs and only increasingly improve public opinion and favor in a never ending feedback loop. Instead, we are caught in a feedback loop motivated by corporate interests that compels people to driving their cars in one of the most inefficient, yet 'comfortable', fashions possible.

- Concerned about traffic impacts to our neighborhood (Piedmont) as there are already many Washington state license plates using our residential neighborhood to skip traffic congestion on I-5. This projects stinks in so many ways- process, design, conflicts of interests smells like greed. Jobs will be temporary, infrastructure outmoded before it is complete. Traffic projections are decreasing in #, rather than increasing. More modest design emphasizing multimodal transportation options. Horrible idea as is, will end regrettable in so many ways...
- I don't really have a need to commute with this bridge, but I really like the idea of adding bike lanes and pedestrian walkways. I also think that tolling is a good way to reduce the number of unnecessary trips.
- The idea of an extra port way in to Washington is great. Unfortunately the lack of knowledge concerning where the funding for this project comes from is a little unsettling. If the toll price is what would generally covers the construction cost I believe this survey would be best answered by someone who lives in Vancouver as there are many more people who live in vancouver and work in Oregon than the other way around. I appreciate the idea of making transit easier for drivers and public transit users but in the same unless the people desire change at the cost you've provided they will be unwilling to sign on. I believe the funding and toll cost will be the main factor for most people. Best of luck to you.
- I think the options for the bridge should be put to voters or better defined as responses to current and verifiable impacts a bridge option/proposal would compensate for.
- why cant they use the Glen Jackson bridge for mass transit since they a a rail way already in place on that bridge? What a waste. Have Portland change their railcars to fit that system!!!
- we support anything that will increase a total public transportation system... strongly support light rail to vancouver. prefer a tunnel. tolls ok if effecient alternative system is in place.... look to any large city in europe for ideas on effective public transportation. thanks for asking
- Totally in favor of public transportation in all ways. Especially love light rail. Vancouver needs to add more bus service in the evenings and more frequent on some lines--25 for example.
- The CRC is not an optional project. The safety of our community is not something we can choose to put off until a later date. Our current bridge will not survive the inevitable earthquake in our area. We must act for the safety of our citizens. The irrational fear of public transporation in Clark County should not keep our politicians from doing the right thing. It is an irrational fear which some of them have stoked and created for their own political gain. This should not keep our leaders from doing the right thing and building the bridge we need.
- Build the bridge! Put tolling in place! I WANT light rail! thanks!
- they should of built another bridge somewhere along time ago and charged it to all the californias moving up here
- NO light rail It costs way too much vs # of riders you could get and maintain many busses for the cost wasted on rail Also I understand the bridge could be higher to avoid boat traffic ut with rail the bridge can't be that steep Dump the light rail
- I believe that if we placed a toll on BOTH bridges we would not need to replace the I 5 bridge. But I also would like to have light rail to Vancouver.
- having a toll would make it harder for low income familys to go to portland wich would lower how much money the state gets from shoppers from vancouver
- I agree that a new bridge needs to be built. I also agree that the money has to come from somewhere. I would hope that there will be a reasonable solution can be found pertaining to the cost.



- Any toll more than \$3 I will make the trip at different times or take I205 if there are no times that the rate is \$3 or less.
- no light rail.
- Please dont kill Vancouver based jobs with a short bridge that will forever limit and kill specific industry and job growth East up the Columbia Rivers new bridge.
- My sole negative feeling toward CRC is because of the major destructive impact it would have on Downtown Vancouver.
- the bridge as designed is too expensive. check with peter defasio OR member of Congress for a more economical one. Why the hang up about rapid transit? If all else fails at least build a bridge for rapid transit. people in clark county need to get real. down with raging mediocrity.
- we need to build the bridge and light rail to insure our poducts get to the market on time, employees arrive to work on time and we all have to share in the cost of this new i-5 bridge and light rail project! we have tolled this bridge everytiume we made major improvements!!!!!! and i detest st legislators like benton who are transplants not native washintonians, along with huerra- butler who is also a transplant telling us we don't need tolls1 it's time for all of us to sacrifice for the good of all: business and the local constituents need to understand it's the we process not the i process in thinking about this project!!!!
- Make the Brige high enuff for River trafffic.
- I heartily approve all efforts to reduce air pollution, gasoline use and increase the availability and use of public transportation.
- Please stop talking and take action. Every delay increased casts.
- I do not agree with the toll I can not afford to pay a toll with having other bills such as rent, utilities ect... and rasing children is costly. In these times taxes and the cost of living are going way up and there are fewer jobs with little to no pay increases.
- To clarify my opposition to the new I5 bridge, I feel that the initial research was WAY too expensive and that too many tax dollars went to political supporting companies (contractors). After the initial research and planning was completed, there was too much money spent to even consider alternative options. Installing a new bridge closer to the railroad bridge made more sense, but was never even considered. Tax payers should be appalled....
- Incompetence in planning; lack of integrity and substantial incompetence in reports submitted for traffic reduction, potential cost overruns and the disregard of a 3rd bridge option taints the entire CRC
- Remove light rail. Public votes prove citizens don't want it. Start over and build a bridge the accomodates all the businesses upriver. Start work on a 3rd bridge. This project is a mess and does not provide for any real congestion relief. If they toll the bridge, I will use I-205. Studies show there will be close to 40% who will do that also, which will probably lead to tolling of I-205. If the profiteers had removed light rail years ago this bridge would be almost completed by now!
- I would have answered most of the choice of transit questions with switching to a bicycle rather than paying tolls or taking transit, but you don't have that as an option.
- Build it without tolls!
- Thank you for taking seriously the surveys of the public. Let's do our best for the common good. We need to look at working together and having less individuality. Too many cars with one person is too extravagant. Less is more.
- we travel in the east where there is a toll at every turn. I would always go to 205 if I5 has a toll
- I work in the Gateway area of Portland so use 205 to commute. I occasionally take the express bus to Portland if I have a meeting in downtown Portland or at OHSU that would involve travel on I5 in morning rush hour. However, if light rail was available, I would use that for personal trips to downtown Portland or the LLOYD center area. I strongly favor more transit options and favor tolling both bridges.



- I don't believe commuters from Vancouver to Portland should have to pay tolls to support the new I-5 bridge. Having to commute is already a burden enough due to the inefficient way the Portland/Vancouver freeway system is designed and laid out.
- I'm for the bridge but up-river businesses should not be adversely affected.
- I am in favor of the I5 change for many reasons: improved walking and biking, improved congestion, improved transit for commerce between WA and OR. I am not excited about the potential cost. This would affect how much I use the I5 bridge vs. the 205 bridge and it would certainly affect my decision to shop just over the bridge vs in Vancouver itself... depending on what I am needing and the cost....
- My husband travels the 1-5 bridge daily to work, I work on the Washington side and only have occasional business need to drive to Portland. We both strongly support the bridge and support tolling to pay for it.
- Get that light rail into Vancouver ASAP!! We have needed it for many many years! The Interstate Bridge was a toll bridge when I was a child. Nothing is wrong with tolls on new Columbia River Bridge. Get the new bridge built now!! Thank you for your work on this very important project for our region!!
- Some questions appear irrelevant to topic.. Survey takes a little too long to navigate. Suggest making it a little more user friendly.
- I look forward to the new bridge although I am not a fan of the toll. If the toll is no more than 1.00 I am ok with that but anymore than that I would probably find a different way to get across.
- We will not use a toll bridge and we do not want a light rail to come to our town.
- questions on this survey seem to pigeon hole the user without reasonable alternate options (picking the least evil of the evils presented)
- good luck! us portlanders are hard to please.
- I have never seen engineers and planners spend so much time and money on a project. You could have paid for the bridge by now. The light rail is a snarl of messy, costly and stupid ideas w/ the advent of natural gas vehicles busses, electric trucks AND buses. It is cheaper daily costs to run busses. Tri met cannot afford to keep its rails running and they are in constant need of more government money to stay afloat. Its poor business management.
- The project is unlikely to reduce I-5 congestion through the metro area. Instead it will shift the focus of congestion south - a likely outcome not discussed in this survey.
- I live in WA and work in OR. I commute both ways daily and sometimes make calls in WA. The cost would be a burden and the time loss is time away from my family. Figure it out.
- no tolls
- I use the toll bridge between Seattle and Bellevue ...didn't know I have to pay y...surprise
- How long would the tolling period last? Who determines the cost? Anything over \$2.50 seems like a financial issue for many Clark County families.
- Do not toll I5 and do not even consider tolling I205. The unanticipated impact to the area will be quite profound if either should happen.
- Honestly, I think this bridge project is ridiculous. It has taken too much money from our economy already with zero results to show. The proposed designs are really no different from what already exists with the exception of light rail added, in which case we can easily bypass by just "patching" the route across the Columbia River with a bus route. The saved transit time is ridiculously minimal compared to cost of the project. A third bridge located to the west that managed an industrial route would be a much more sensible route. I already pay out too much money for all of my other expenses. Tacking on an additional few dollars just for crossing a bridge that is a major freeway on the west coast is just a ridiculous and taxing proposition. They need to think better and more innovative including the possibility of tunnels, not a temporary fix with little results. If this passes my time spent in Portland will screech to a halt.
- The bridge also needs to reflect the importance of the Columbia River. Please design the bridge so that bridge travelers can see and appreciate its magnificence.



- the light rail, as proposed, would not do justice for those who would want to use it, it's too short, should go further into Clark Co.
- As I live in McMinnville and I only use the bridge about 3 times per year, many of the questions do not apply to me directly.
- Please build the new bridge with Light Rail and bike/walking transportation options. It would be wonderful to have those options available
- MAX over the river and beyond....
- I think that if I would have to pay a toll that I will look for employment in Washington because if I had to pay toll and taxes in Oregon I could work for less money per hour.
- How about building a third, identical bridge to the one's already in place? We would build on what is already here and spend a lot less money. We may not even need toll's. The clearance for ships would be higher, than the proposed bridge, and the Coast Guard happier.
- I watch traffic to see which bridge to use.
- you crazy people can not pass this cost on to the people. There are no jobs for us and no living wage. Gas is ridiculously high and you are squeezing the American people dry. shame on you. Make the rich pay for it.
- It would be very unfortunate if there was any toll because I would no longer choose to go to Portland to shop. Most of all I would then have to be forced to pay each Sunday since I go to church in Portland. I already pay taxes which should support our roadways. Also it is not important for the bridge to look 'pretty' just work well for traffic flow. PLEASE NO TOLLS!!!! thank you
- You put in a toll, and propose a new bridge, your going to see a mass exit out of Clark County and causing real estate to drop, shopping will increase in Clark County, as people will not come to Portland to shop, only for big ticket items, I strongly oppose the bridge regardless of the costs, as it does nothing to alleviate the problems with traffic once it gets to the expo center, the only ones that will benefit will be the contractors that get the bid. I lived on Hayden Island in the 80s and it was all this talk about the bridge back then. close to 30 years later, still no bridge, worse economy and you won't to charge us big bucks to cross back and forth? ha, talk about shooting yourself in the foot. My home is currently up for sale in Hayden Island and am currently looking at relocating to Idaho, and soon. This project is a huge huge farse that has not been figured out. Limit the big trucks to early and late hours, I oppose all aspects of this project!
- This project SUCKS. The future of oil is over. The congestion isn't at the bridge it's at the I-84 / I-5 interchange (Lloyd Center). Washington State doesn't have something like Oregon Senate Bill 100 (requiring growth restrictions), they are opposed to light rail, and their interest is self-serving. Portland (and Oregon) deserve better. Hayden Island needs a local access bridge. Please look at the video "a common sense alternative to the CRC." The current project is terrible. Please reconsider.
- I don't feel its cost effective, and they're adding too many other elements into the project and it doesn't save time. It will be too expensive with the train, they aren't maintaining the streets, and the bridge likely won't be high enough for the ships and construction projects upstream. Should have more than 3 lanes for cars.
- It is insane that I pay over \$5k in Oregon state income taxes for the privilege of working in Oregon to only be taxed again to come to and from work.
- If you are going to build a bridge for the next 100 years, it should be able to handle the traffic for the next 100 years. Build 6 lanes in each direction, if Vancouver doesn't want light rail in their city don't force it on them. Light Rail will dramatically increase the cost of the design.
- Build a more economical bridge and one that does not cause a bottle neck when you get into Portland or build an additional bridge in another location that would take the pressure off the I-5 bridge.
- Build a less expensive, less expansive bridge and put another bridge in another location for a belt way around the Portland core.
- Please be sure that the enhanced bike/ped and light rail components of this project remain intact.



- The trip I took on I-5 isn't totally indicative of my normal driving patterns. The reverse trip is often taken between 3-4 pm on either a Thursday or a Friday and I intentionally avoid I-5 and go the I-205 bridge. This bridge is also very congested and I sometimes turn off at the airport exit and take 82nd Ave, which runs parallel to I-205, to avoid that congestion. The I-205 and I-84 interchange is very congested on a Friday afternoon. I think that the problem is not the size of the I-5 bridge because the bridge has 3 lanes, only 1 lane less than I-205. The I-5 bridge needs repair and updates but I-205 is almost as congested and it has only 1 more lane. There needs to be more options for crossing the Columbia than I-5 and I-205. There are multiple crossings on the Willamette into downtown Portland but only 2 on the Columbia. There should be at least one more bridge crossing between I-5 and I-205. Either NE 82nd Ave or 99e could be considered as they currently run parallel to the two interstates and are alternative routes that I already take. I also would consider the Max train if it came into Vancouver. There currently is an agreement with the Max and C-Tran's transit system, so they could build off of that agreement.
- Washington state needs to man-up and pay for a crossing or train that benefits their residents.
- quit spending money on surveys and get a basic bridge built
- I already lump my trips to pdx and carpool as much as possible. If I am traveling alone, it is because there is no other choice and time is of the essence. If the light rail project occurs, my house will be taken and I will have to relocate due to support anchors extending under my property, not even effecting anything above ground. I also don't like the idea of the light rail extending into neighborhoods. At the most, a light rail transit center in downtown Vancouver is all I would support. High tolls are obscene and unfair. Washington residents who work in Oregon already pay Oregon state taxes and see absolutely NONE OF THE BENEFITS Oregon residents enjoy. This would be an even greater insult to their financial sacrifice.
- I think a new bridge should be built, happy to fund at least partly with some type of toll if can be done easily, without stopping for those who cross the bridge frequently
- I want more information about the proposed bridge project, such as why it is needed and what will be done to prevent traffic snarls lasting for at least a decade. Most importantly, I want the costs justified. Why has \$150 million have been spent and nothing have been accomplished. Lastly, why haven't public opinion have not been solicited until the very end? I am opposed to tolls and many Vancouverites are! Why aren't the leaders in this boondoggle not listening?
- Make the bridge tall enough so people upstream can work.
- the questions about which option you would take did not include traffic (other than the time to get from point a to point b) but I look at the traffic on streets and around the destination.
- A good selection of options were presented but constrained around rush hour and threatening a large toll because people naturally need to travel at rush hour. How about using federal highway funds for the purpose and just stop the nonsense about the high toll ? There is one other high toll area I can think of : New York City . The point of the high toll is to keep people from using their vehicles to go to NYC. Please accept that the I-5 bridge is the 19 century bottleneck of the West coast and do something about it without making us all bleed. Thanks.
- We used to live in Portland and now live near Seattle. We still come to PDX about once a month, always crossing I-5. We have followed this project fairly closely, and while we no longer live here, we are in favor of a toll in order to improve congestion and increase light rail, biking and walking options. Anything less would be a missed opportunity for public transportation improvements. Perhaps creating a 'resident' toll that is reduced may help locals feel that they are 'taxed' less as frequent crossers. Even if we still lived here, we would be in favor of a toll in order to improve and maintain the heavily traveled corridor. Good luck!
- We're closing schools yet we plan a multi-billion dollar bridge replacement. Doesn't make sense to me; we should be doing everything that we can to encourage people to use mass transit; free train, free busses as logical a development as free schools.
- I think those that use the bridge should pay for the construction and maintenance on the bridge. I think it is but only fair, I believe that there are a larger number of Washingtonians that use the bridge more



than the Oregonians, and I think that whoever uses it should pay equally. However I think that the fee should only be extended at a rate that is reasonable \$5.50 is not reasonable, if that is a one way expense that is completely unreasonable, especially for those who use the bridge weekly for work, at \$55.00 dollars a week that is unreasonable even for someone who wouldn't use the bridge twice a day 5 days a week. I would use take 205, and not waste the money. Time is money but it's only worth saving so long.

- buses are the way to go. cost and easy way to get the job done
- Do not put this bridge in just to accomodate public transportation. Car pooling is not an option for most people commuting to work from Vancouver to Portland. The additional cost is ridiculously high and I do not believe it will help with the traffic problems that I-5 has espacially if the brige will still have to left for boats.
- Not only is there the cost for the toll. There is the cost of transponder installation; and/or, video recordings... Both create jobs; but, the transponder add cost to the new/used vehicle(s)going forward...
- please make the bridge bike friendly
- we know its going to happen; so might as well get going. can't out vote the gov't.
- Without the Max/Bike/Ped option with the bridge, my strong support for the current bridge design would largely evaporate.
- The cost of the tolls would greatly effect my income it would be too hard to pay the rates with what I currently make.
- I calculated the cost on the per hour basis. What would i be willing to spend at that rate determined my response.
- please add a lane and think of the future. people will always use cars whether powered by gas or electricity or hydrogen. Americans need there freedom.
- There is no plan to widen the whole I-5 corridor, so that will always be a problem. Gas is expensive and I will not be paying for tolls. This would be well over budget and well under time. there is a lot of opposition. Hayden Island would be affected greatly with noise, pollution and traffic concerns. You have spent a lot of money, many years and still can't get an agreement, so drop it and invest your money in creating jobs in Portland/Vancouver. Hire ME!
- I think that charging a toll is reasonable but I certainly expect that travel time would be shorter (because of improved bridge and access design) than it is now during hours of peak useage.
- aganst the lite rail and the people should have a right to vote on it
- Given where I live and the fact that I come into Portland mainly for recreation or social reasons, carpooling is not much of an option. I was disappointed to see that biking was not among the options given. But perhaps that was not the point of the survey
- we have voted down the light rail 3 times we dont want it the bridge lift doesnt happen often I do not support the light rail at all also opposed to a toll and to purchase and instalation of a transponder.
- Tolls are very effective in my experiance, particularly in these types of situations. I-205 should also be tolled at the same time to be truly effective for the region. As a side note, the bridge really needs to be able to effectively accomodate river commerce. My understanding is the current design does not meet all the needs of the river commerce regarding height off the river. This oversight should be corrected.
- I didn't like the survey.....it should have surveyed info on my "usual" trip NOT my last trip!....We need a new bridge..but I don't believe lightrail is a good way to relieve congestion.....Transit union protects crappy drivers and transports too many "low life" people. Get the scum off the public transit and my opinion might change. I would rather see a transit system like "BART" in the Bay Area.....fast and efficient and fair priced.
- The light-rail should be at I-205 for a variety of reasons. The tolls should be less than \$5 per (round trip) day to make it palatable.



- Add a light rail I will use it 5+ days a week. Make it affordable under \$5. bike lanes, have both states pat for it.
- I would indeed go out of my way to avoid a toll bridge, familiar with east coast systems and the "never-never"-ending aspect of toll increases and lack of services, Golden Gate Bridge was built in 1937 and they STILL charge and charge more and haven't dealt with suicide prevention aspects of that project. I have lived in NEW ENGLAND where they have roads called "shun pike" and I would to avoid the toll.
- I will not pay to cross the I-5, I will find somewhere else to go that's on this side of the river. I am already a taxpayer, and I should not have to pay extra to drive across the I-5 bridge, espically when my tax dollars already pay for road improvements.
- Thank you for asking!
- I don't know how a poor person living in Vancouver and working in Portland can afford to pay the tolls. I have not been commuting by bicycle for years; however, I will start again if you create these tolls. I hate the whole idea of a new bridge.
- Please do not put a toll on the 1-5 bridge.
- Raise taxes on the rich back to Nixon era levels. Problem solved.
- We need a new bridge with tolls that take into consideration that there are a lot of us in this economy that are struggling. The traffic is horrendous! We need a new bridge, but we also need an efficient way to travel via mass transit that is SAFE--I have had so many experiences on mass transit in both Vancouver and Portland that are just soul numbing. I know it sounds elitist but we really need a "first class" car that might cost 25 or 50 cents more to separate us with less emotional armor from the inebriated, foul smelling, overly rowdy and menacing. Simple fact--I could tell you stories that would curl yer hair! Mass transit has to feel safer and less crazy to make it work. In the meantime a push for car pool is great but again, not everyone can carpool to work.
- No tolls, no light rail.....
- The preempting on this bridge has been ridiculously long. I've spent a lot of time reading about it for a long time and it seems to be chaos trying to finalize it.
- I do not feel the light rail will benefit Vancouver. I dont feel that much pedestrian traffic will benefit that much Vancouver, and the Parking area they will have to provide.
- drop the lite rail idea. its a LOSER!!!
- The main commuters that I see that cross the bridge have Washington registrations. The congestion comes from people slowing to get onto sr14 is what I have observed. People also slow down coming onto the bridge; I am not sure if it due to the fear of steel or water. I don't think that a new bridge is necessary. There needs to be more response from Portland police when it comes to collisions and blocking vehicles...etc to keep traffic moving.
- I would suggest a tunnel under the river would be the best solution. We should make the current bridge a scenic, beautiful location for restaurants, etc.
- whatever happened to the provision in the interstate highway act that PROHIBITED any tolls on new construction for the national highway system?
- new bridge will not help congestion on the freeway/bridge. To many CHOKe area's on I-5 North from Ptlid. To much money for better results in time. A bridge is needed. I do not agree with light rail when CTRAN has a good reliable transportation. I have lived in a area before in Portland when Light Rail came in and the area home values decreased and crime increased along with HUD and other Social services built along the line. TriMet has total control of the Portland area. High costs/employee benefits etc. High costs to business in taxes as well. Just adds to bottom line of all employers that has to be passed on to the customer.
- we need a bridge that connects vancouver's docks to portland,
- I feel that if Lite rail were here in Vancouver it woud be alot better , for traffic and transportation, and the bridge will be a great asset as well



- Demand for Light Rail use from Clark county is so low because the challenge to use it is significant. There is a significant impact on one's time to make the connection to Light Rail from Clark county. If it was easier to access, I would use it for 75% of my trips into Portland.
- the federal government should pay for the new bridge expansion and not toll the residents that work in portland and live in vancouver
- As we are a COMMUNITY, are responsibility is to others. It's the right thing to do so build it.
- The bridge is dividing the two states Washington and Oregon and many jobs can be scattered across state lines, making work and living expenses more difficult, including the gas inflations we are suffering
- please include light rail with the new bridge.
- The people in Portland and Vancouver area have nothing to do with paying for the bridge and the tolls, The federal highway system supports the monetary burden of building the bridge including the connections of Washington and Oregon I 5 freeways. The city of Portland and the city of Vancouver are responsible for the monetary burden of entrance's and exits to and from I 5 highway freeway.
- Light rail should be considered as an option across the 205 corridor, even if a bridge for just light rail needs to be built. I'm also in favor of starting this project smaller with just a light rail component and foregoing the construction of a replacement bridge to a later date. I tend to be a long term thinker/planner and believe light rail to Vancouver would be a nice benefit to the local economy.
- Please bring the Max to Vancouver
- A toll of \$7 on the I-5 bridge is extremely costly, and too much for students, or for workers crossing the bridge. A toll of \$1.00 on the other hand is extremely do-able, and the special hours for no toll would be great as well. Carpooling for cheaper is a great option, but how would anyone know you were carpooling??
- The Interstate Bridge is part of the federal highway system and should be paid for by the federal government.
- Very opposed to building the light rail. It is more to Portland's benefit than Vancouver's. Building additional bridge or new maybe necessary but light rail is not for Vancouver!
- I would like to hold accountable the politicians or the individuals responsible for spending almost 200 million of our tax dollars and have no purposed start date or even a design that accomplishes the needs of the driving public !! We have voted down MAX TWICE !! Listen to the voters !! We don't want the criminal element that typically ride public transportation and especially light rail !! Learn from the mistakes of the westside light rail and the airport light rail that is only used to approx 10 or 20 % capacity !! rent limo's or taxis for all the drug dealers instead of spending 2 million a foot on light rail !!
- please start building the bridge. get over these silly arguments and build a bridge. we need one now
- get the bridge built sooner than later.. thanks
- I think a separate bridge needs to be built without light rail. I Oppose light rail and tolling. The cost of the project is too great. There will still only be 3 lanes. The height of the proposed bridge is too low. The public is being deceived about how many jobs it will bring. They will only be temporary jobs and people with permanent jobs east of the bridge will lose their jobs. IT IS A BAD IDEA!!!!
- I support a new bridge and light rail for future, not current, benefits. It will make very little difference to me personally (I'm almost 80 years old.)
- I cross the bridge less than once per month. I'm only crossing today because I had to come to the DMV regarding the sale of a car that isn't mine. After this business is taken care of, I will not be crossing at all. Good luck.
- My answers would have been very different for the days I commute to work. Doing this on a Monday, it just so happens that my most recent trip was to church, which is a whole different scenario.
- Clark county residents have twice voted against adding light rail and tolls to the Columbia River Crossing. The people have spoken.



- The trip I described was my most recent one, which is not what I typically drive. Usually I take I205 always. I advise friends NOT to take I-5, ever. The trip that I described was a rare event. I hate I-5
- This will become a nightmare for people that can't afford it. Also people that have to commute for jobs that are on-call that use the bridge multiple times a day. The 205 will become severely congested! Tolls are too high!!!
- I do not believe that we need a replacement bridge. As a truck driver predominately in this area, i believe what we need is a third bridge in order to have better choices for travel.
- You presented options that would involve crazy speeding! I oppose adding light rail to the project; crossing the bridge to access it would work.
- I'm in favor of the new bridge.....not a fan or proponent of light rail in clark county!!!
- I think we need light rail for many reasons. Congestion, pollution, elderly, young people. We would use it to get to places in Oregon if it had the correct connections. Just getting to the airport from Vancouver is a problem. We were in Vancouver BC not too long ago and we used their system extensively. It was the best \$9 we ever spent for a day of tripping around. We need light rail but we also need to address the safety issues that will come with that. I have no problem with tolling for the bridge as long as it is not too much. I think it needs to be under \$5 for sure, maybe \$5 roundtrip would be okay. There are a lot of people hurting right now. Transponders work fine from what I know.
- I notice that you did not give the option of a 3rd bridge. This would relive traffic in the I-5 corridor. The New I-5 Bridge is not needed.
- Pretty long but overall a good survey.
- washington needs to better use the funds they have and stop. over spending in other areas.
- It is important to have a 3rd bridge, either at 33rd Ave(Portland)or NW Portland..... CRC has already squandered millions....the corruption of their organization is amazing. It's time to think in terms of what is best for the people rather than the government. Tri-Met is near bankruptcy and they have to keep building to survive. The amount of bonuses they give out at the end of a building project is criminal.
- i am opposed to the project in general. i do not think that we need a new bridge at all the problem is deeper in portland not around the I-5 bridge.
- i am opposed to paying tolls on the I-5 bridge we have shot down the vote 3 times already. the main problem is deeper in portland. instead of replacing the I-5 bridge we should just ad in a third bridge. portland bridges should be widened and adding in a light rail wouldnt help any of the problems.
- Please dont make a toll fer any bridges.. the only bridge ima okay paying a toll on is the bridge of the gods..
- Bring me light rail in my lifetime!
- Consideration should be given to tolling both bridges.
- This project is needed for interstate transportation especially commerce along the I-5 corridor from California to British Columbia. It is not a local project.
- old bridge is a huge bottleneck, new bridge is needed ASAP and Most people understand that a small toll is needed to make it happen and it is worth it.
- The officials in Portland have wasted so much time and money on this project, it's a shame. Hopefully they will find a reasonable solution to the new bridge.
- I strongly support the construction of the CRC with tolling AND with Light Rail. I believe the bridge should be raised in height to nullify any impact on shipping and I believe concerns regarding Pearson Airfield should be resolved.
- I support the bridge and don't mind the toll.
- please consider adding a bridge in between 205 and I -5 and not tolling , this will greatly im[pact our ability and livlihood



- A toll would help out in the criminal side. with cam abd scanners that can check to see if your wanted or if there is a amber alert out on a missing child. Also there is a lot of drug use from oregon crossing the bridge.
- I would never use the I-205 bridge for my commute from Portland to Vancouver. It's too far out of direction and I would just ride my bike or take transit (hopefully light rail) if I couldn't afford to cross the I-5 bridge. I think the toll on the bridge should reflect the cost of living in the Portland/Vancouver area compared to the Seattle area. Therefore, if the toll on the SR-520 bridge is \$4.00 during peak commute hours, the I-5 bridge should be around \$3.00 for the same time period.
- asking a reason for the trip would be meaningful. Categoriis: work, pleasure, recreation, social, etc.
- Definitely believe the people who travel from Washington and work in Oregon need to help pay a larger portion of redoing the bridge.
- opposed to any tolling because we have wasted enough money on the bridge, get better management, build a 3rd bridge, !!!!!
- please improve our bottleneck and include light rail. please stop spending millions on surveys, vote, and archetechs and raise the level of the bridge enough to stop opposition and get it done. thank you.
- make the new i 5 bridge with more then 3 lanes north and south the current bridge already has 3 lanes going north and south it would be foolish to make the new bridge with the same amount of lanes.....
- I am VERY against the building of the Columbia River Crossing. I have written the governor of Oregon and my state of Oregon legislators advocating against its construction. Oregon has much more urgent needs for its scarce transportation dollars, for example, fixing crumbling roads and bridges. As long as I-205 has no toll, people will simply change their routes to avoid any substantial toll on the I-5 bridge. Congestion on northbound I-5 in the evenings could be alleviated by somehow shutting down the VERY short and uphill northbound on-ramp from Jantzen Beach during rush hours.
- lets build the Crossing. Portland/Vancouver is too big of a metro area to have only one good usable bridge (I 205). A better bridge is needed to connect Portland inner city to main area of downtown Vancouver and through the city on I 5.
- we need the bridge but please make it affordable
- We move her from the bay area and lived there for 12 yr. They built 3 new bridges while there. We use to live here and nothing about the i-5 has changed in fact the crossing is worse than the bay area. I can't believe that it is taking this long and so much money to do a study and the confusion about the height of the bridge.. we are so conservative and those I feel that are making decisions never cross this bridge so why bother.
- I am a small business owner who needs to cross into Portland for client meetings at least once per week. I have had to pull over and cancel meetings due to traffic congestion or bridge raises. I need to be able to count on getting to my clients when the meeting is scheduled. My office is near I-5 so using the 205 bridge is not an option since it would double my travel distance into downtown Portland.
- thanks for the opportunity to take the survey. very informative.
- 1. the real bottleneck is at Delta Park. Get OR to fix it!! 2. Your missing option in survey: "not going at all". 3. Reasons I'm opposed to the I-5 Replacement: new monstrosity will destroy large area of down town vanc. and water front; is not tall enough and if taller will destroy even more; we need a 3rd bridge for emergencies such as volcanic eruption, earthquake and terror attacks; we also need a 3rd bridge to move through traffic away from downtown vanc -- maybe near the rail bridge and going through the industrial area; i have no confidence in the planning committee and its supporters, I am suspicious of the motives behind the already astronomical cost overruns and I suspect some fraud and definitely mismanagement. Finally, i love the old I-5 bridge: it is beautiful and great for both bicycles and pedestrians. Your current,wasteful plan has the pedestrians walking in the middle between lanes of exhaust fumes. 100% against this project.
- The CRC project is a boondoggle. It is way too expensive and millions of dollars have already been wasted on ineffective planning. The public does not want or need a public transit option for the I-5



bridge. The only reason it has been added is to take advantage of federal dollars for construction. The project has been mismanaged.

- Bring on light rail!!!
- I would try to avoid using I-5 if that meant tolls
- Food for thought when our county votes to NOT FUND LIGHT RAIL it means we DO NOT WANT light rail. The cost is TOO expensive for the value. Our buses are nearly empty except for the ones that drive to downtown Portland in the morning. News flash Portland has a bus system as well and it ends right across the river. Drop the people off that want to ride the bus and if someone really wants to ride the "expensive rail" well news flash it is right across the bridge as well. Also the amount of through lanes will be the wait for it " the same as what we have NOW" amazing! 4 billion dollars to make a new bridge nearly the same instead of solving the main problem. If public transportation was a solution it would be full all day long each and every day. I am everyone in my house is fully against the CRC project and will be moving to another state if this pork project begins. You may think to put me into a "out-layer" status but understand there are plenty of us out there making us the ones that will kill this project. No funds from the state of Washington will end it and a serious drop in "Tolls" due to people leaving will short the project as well. stop the madness and quit spending other peoples money.
- I live in Salem and many of the questions you asked didn't really convince me that a toll over I-5 was good option because the difference in travel times between having a toll and less traffic and not having a toll and more traffic was between 2-18 minutes. That's too short a time savings over a 3.5 hour trip to justify paying up to \$5.85 for a toll.
- I hope you become more efficient and professional in building this bridge.
- I do not use public transportation in Vancouver and Portland much, but my daughter uses it all the time. Better and more public transportation options would be beneficial to her.
- Tolls will kill use of the bridge for non-essential trips. Predict tolls will never pay for the bridge as cost of video collect will be too high a percent of payments.
- Don't initiate tolls or everyone will just use the 205 instead of i5. Big mess.
- Make sure the new bridge will take the MAX train to VANC and provide for bikes
- This needs to be funded by Washington Sate or not at all. they come to Portland/Beaverton for our jobs, and avoid sales tax by shopping here, but enjoy zero income tax and low property tax in Vacouver, wA ad SW WA areas. not acceptable.
- I travel over the columbia river all the time and I have done this my entire life. I know that the root problem of the traffic and bottle neck on I-5 is the rose garden area. A new bridge will not solve the traffic problem and it is a WASTE OF MONEY. Very few Vancouverites will use mass transit and it will NEVER payfor itself.
- a wider nicer bike path sounds like a good idea but i dont believe that I-5 should be a tolled bridge. plus with I-5 being a federal highway a new bridge should be federally funded. many people in washington work in portland where oregon residents dont commute to the washington side of the bridge, so in other words washington residents are the ones who will be paying the majority of the bridge. on the whole this bridge would be an unnecessary inconvenience.
- I am in favor of the bridge it has to be cost affective.
- I strongly support having light rail be part of the CRC.
- can't wait until we can see this crossing come to fruition.
- Please, make the new I-5 bridge happen!
- I commuted to PDX from Vancouver on I-5 bridge for 30 plus years...HATE the traffic and the reluctance of Vancouverites to support building new bridge w/light rail since I visited in Boston and we garaged the car for most of the 6 months we were there, used public transit for temp job while there and it was reliable and efficient. I allowed an hour here to get from a few blocks north of the bridge to get to 9th and Couch downtown PDX in my car and many times got stuck even leaving PDX for home at 6 pm.



- I really really want a new bridge WITH light rail! I am very much in favor of traffic and travel alternatives that reduce the number of cars on the roads. Please work FOR a new bridge that includes light rail! thank you
- First. If this bridge is to be built there are some important factors to consider. One. The MAX line must be included. It would be ideal to have a loop crossing the river at both the I5 and 205 bridges. this would greatly improve the traffic flow to PDX which gets hectic at times. Two. The bridge MUST have enough clearance to allow for ship traffic to and from companies up river.
- I support light rail to Vancouver via the Columbia Crossing bridge
- I only cross the Columbia for recreation/pleasure trips. We often plan our northbound travel around congestion, and would willingly pay toll for a faster, safer crossing.
- A small toll would be fine, but a new bridge will not help traffic in Portland around the Rose Garden. Unless the I-5 is upgraded this project is an effort in futlity for south bound traffic.
- The CRC should not be put in place unless the span allows river traffic (boats, barges, ships) to pass under without disruption. Losing jobs or displacing businesses by building too low of a span should NOT be considered as a viable option.
- I am originally from the Midwest and used to paying tolls for roads, it is not a hard thing to do to support maintainence and controlling backups, etc.
- You folks are going to have a hard sell on tolling one bridge and leaving the other toll-free. I believe many folks will simply switch to 205 and cause a massive and totally predictable traffic problem there. Is there really no way you can identify out-of-state commuters and charge them, perhaps as part of their car registration?
- Strongly support the CRC project; tolls are a "necessary evil" to provide funding, and best align costs with those who use the CRC; even though I use the I-205 bridge most of the time, in order to prevent diversion from the CRC to the I-205 to avoid tolling, I would support tolling I-205 (too) to fund the CRC
- I drive with a handicap tag. Using public transportation is difficult because of my disability. There were no questions relating to disability and how that might impact ones transportation options.
- It I-5 bridge should be taken down and never rebuilt. I-205 should be re-designated I-5. Light rail can be built along the existing I-205 bridge. If another bridge needs to be built it can be built down river from the existing I-5 bridge.
- the bridge should not have money spent on it in these economic times, and it should not include a MAX line that vancouver does not want, and it should be the recomended heighth for the barge traffic that the current plan doesn't meet.
- Put light rail on I-205 and you might get some support!
- Shade the boxes where one has to write something in. Without a highlighted box outline nor a shaded area in which to reply, I missed the "starting point" response area three times!
- My federal taxes pay for the interstate road system. North of Vancouver, 2 lanes each direction carry all of the traffic. South of Portland 2 lanes each direction carry the traffic. The problem is the commuters. Let business collect tolls for employees that live in one state and work in the other state.
- Opposed to paying tolls on the I-5 bridge. We dont need to go down the road of tolling. pay for the bridge another way.
- one of the most difficult surveys to take..confusing questions and complicated ways to respond
- I believe the primary reasons for the objection to light rail via the newly proposed I-5 bridge is #1 - Vancouver does not want to import Portland crime, which is prevalent along its city routes. #2 - Cost of annual maintenance is extremely high vs ridership headcount predictions.
- Offer a lane for toll collection for infrequent users. This should be a low cost option or I will drie out of my way to use the 205.



- I do not have a choice with the Toll, i would have to quit my job because i would be unable to pay the toll all year round. It is unfair to impose this on someone who has to travel for work everyday and cannot choose the times they have to be there and when they can leave.
- The main problem I have with the new bridge concept is that it causes some industries that are located up stream will be driven out of business by the non lift bridge with such a low height between the water and bridge. I think this is very foolish and non business friendly
- Please make this bridge happen. Ignore all the na sayers! They are really a small minority and mostly Republicans I'll wager. C&W Hull
- If there is going to be tolling I think you need to toll both bridges at equivalent levels. I've watched the flow of traffic in Seattle when they tolled only ONE bridge and it has done nothing for improving conditions. Would rather see moderate tolls on both than expensive tolls on one...
- Bad design for the bridge - too low for boat passage and looks like an off ramp!!
- light rail should be on 205 not I5
- Build the I-5 River crossing with the future in mind. Don't be "pound wise, and penny foolish".
- I should mention that before I retired a few months ago, I got up at 3:30 so I could be on the road by 4:30 to beat the commuter traffic. If still working, would still be doing that.
- How is this bridge supposed to reduce congestion? The primary choke points are the on-ramps South of the Interstate Bridge -- traffic actually speeds up once on the Bridge!
- I hope this toll never happens. If one lived in Wa. And works in PDX the monthly cost would be staggering. I will never cross the river if this happens.
- I can't believe that Portland is having such a difficult time building a bridge...maybe some other of the many many cities in the USA can help this poor floundering town get it together.
- light rail brings crime Portland record is clear also the district's property changes to low income and high crime why would Vancouver want to emulate the Portland issues?
- Transit service is not close to my residence. The closest transit service is very slow
- CRC is a waste of money!
- I do not like the idea of paying for toll. Where did all the money we pay in taxes go to. We pay gasoline tax for the purposes of roads and travelling.
- I strongly favor the bridge with light rail and a reasonable toll (<1.00). I also think the I-205 bridge should be tolled, if the feds can be convinced to allow it.
- Tolls on the I5 bridge will kill any shopping done by Oregonians in Vancouver WA.
- I lived on Hayden Island for 19 years and had to be in terrible traffic to get home from work. I lived at the end of the line in Oregon, driving among mostly WA residents. It was very frustrating for me. I needed my car for work, so couldn't car pool, and felt that we Hayden Island residents should have had a sticker or some identification to let us drive in the HOV lane. I now try to avoid driving in I-5 north, north of 84, to avoid the congestion. I think that if a toll is imposed, WA drivers will take public transportation or car pool more readily.
- Being I live in a rural area and there are no close bus stops, that is mainly the reason I don't use public transportation. I would still have to drive to a bus stop and have a wait.
- I checked the never blank on transit travel in Vancouver-Portland too quickly. We occasionally use Max in Portland. We drive to Gateway and take it to downtown Portland from there. About 6 times a year.
- I don't like the photo payment option. It seems really bad.
- I rarely go to Vancouver, but use the I-5 bridge when going to and from Seattle.
- If light rail were removed from the build plan then the tolling required would not be needed. I am opposed to assuming any connection into Vancouver to help offset the loss of taxpayer dollars that Portland residents already pay for this project. I furthermore do not believe that light rail in Vancouver will fix the issues that plague the traffic in this area and feel this is only a way Portland can tap into the tax base in Vancouver to help offset the wasteful light rail that cannot sustain it's self now.



- First- If you are talking about a toll of up to \$8.00 each way it seems that you could offer a gift card of at least that amount, but really, a \$5 gift card for a project that will cost how many millions? that seems kind of silly..... Second- this toll (I know it is more likely to be in the \$5-\$7 each way)is so cost prohibitive that I would either have to drive 205, and miss out on more time with my family or find a new job in Clark County, along with all the other folks that could't afford this toll. Yikes, there must be some other way...
- Have you thought about how many people would obscure their license plates in order to avoid paying the high toll rates?
- I would love light rail or additional busses but I work I the hospitality industry and finish late at night. I think any solution should ensure to include safe,late night or early morning travel. To downtown portland.
- None of the "comprehensive" plans that I have seem truly address the complete traffic flow problem. Once across the bridge, there is still limited lanes and space to create more lanes to create more room for this traffic. The problem flows all the way down I-5. A big expensive pretty bridge will do no good if the bottleneck areas south of the bridge isn't addressed properly. I'd rather see the money spent only on sloving the traffic issue and not on making it look pretty. Perhaps new bridges from Camas to Gresham/Troutdale or Vancouver Lake area across to Portland that would flow into Highway 26. So much of the Vancouver commute goes that direction and would eleviate congestion at the I-405/Hwy 26 interchange.
- We need a new bridge, preferrably without light rail. Please make sure the people that use the transit options for crossing, pay the same tolls along with their ticket cost.
- Do we really need a new bridge? The traffic congestion is not due to the bridge, but more likely due to too much traffic on I-5. We could spend less money to improve the on/off ramps at Janzen Beach and SR14 and spend much less money without building a bridge that has already been touted as "too low" for river traffic - which could hurt the upriver economies in both Oregon and Washington.
- I believe the project as it stands now should not move forward. I don't want light rail and I don't want to pay for it, mainly because it seems to be a breeding ground for gang and transient movement. The bridge needs to be tall enough to accommodate business up river. Tolling the people who drive into OR for employment (and already pay OR income tax and parking fees) shouldn't be taxed again with a toll. The price that is quoted at the moment is astronomical. We do not need to build a "Taj Mahal" of a bridge. Just something that is functional.
- I do currently work full time, four days per week. However, I will be retiring at the end of June. I answered the questions as a full time employee. Obviously my answers will change in a couple of months :)
- Start building!
- I-5 should be toll free. Enough is collected in WA gas tax or income tax in Portland. Abandon the concept light-rail. The public doesn't want it. Stop wasting money on studies and move on with the project. The longer this takes, the worse the problem becomes.
- public transporation and bikes are only options for folks who live close in and who work in the downtown core. that does not describe the "average" car commuter.
- Although I said I would not change my trip to after 8pm if there were no tolls during that time, I would be more likely to do so on other days of the week than the Sunday trip I was considering.
- I strongly believe that the light rail portion of this plan is unnecessary and will be under-utilized by Clark County commuters. We'll be paying an incredibly high price for a service that very few of us will be able to use. What is currently a 25-minute commute would more than double if I was to use public transportation. Additionally, some of the questions on this survey are impossible. Some of the choices in the 10 "would you use" questions included commute times of 15 minutes if there were tolls. This is physically impossible even if there was no traffic and no stoplights, so it is incredibly misleading to have this as a choice in the questions. It artificially creates data selection that would otherwise never be selected.



- I oppose paying a toll to cross the river. I would, however, consider using I-5 bridge if Vancouver was overrun by walking dead zombies and it was my only escape route. To clarify; I would first consider using I-205 with no toll, even if I have to fight my way through a few walking dead zombies before I would pay a toll to use I-5. On a serious note; don't my taxes that I pay go towards road improvement and development?
- I do not like this project unless it has light rail and a completely separate, bike/pedestrian path. However, that being said, if it's anything like the 205 path, please don't bother. That thing is dirty, noisy, windy and just unpleasant.
- I currently use the C-Tran express bus to commute into Portland, whenever I can (e.g., I don't leave work after 6:30pm when the last bus leaves). I would love to take the Max from the Expo center at times, but it is simply TOO slow. If the Max that will go across the Columbia River continues being as slow as it currently is, I will most likely never use it. If there was an "Express-Max" that only stops in Vancouver and then in downtown Portland, I would definitely prefer that over taking the Express bus or driving myself.
- Can't afford a daily toll and need to pay bills. I would just have to take a longer route adding time to my commute.
- This whole project plan has failed from the beginning and has run the costs up for now realized plan. If anything we need ANOTHER bridge - quit trying to railroad "Lightrail" down our throats.
- toll should be place on both bridges to prevent congestion on I 205 bridge.
- giant waste of money! Dust off the 1950 plans and build a third bridge the same as the other 2. Make the middle one transit and REVERSABLE lanes. I always speed up once I get to the bridge. Backup is caused by marine drive merging. S bound coleseum /I-84 is bottleneck
- I strongly favor a light rail line over the Columbia River. If there were a light rail line I would use it as much as possible for trips into Portland.
- I cross the bridge at other times for medical appts and for business. My husband has very serious health issues which are being treated at OHSU....we need the new bridge. My last crossing just happened to be recreational. I believe that a new bridge is urgently needed for a myriad of reasons and that the cost of not building now is much greater than the foes are admitting. If the bridge is not built in a timely manner we will be forced to move to Portland and take our business and resources with us. I have lived in Clark County since 1974 and this would be a great loss but ESSENTIAL to maintain access to specialized medical treatment and to friends and activities.
- We are not that inconvenienced by the commute compared to other city's like Seattle and LA. We are not pot committed until the first piling is in the ground. This project will go horribly over budget and the tolls will go up exponentially each year! Not worth it.
- no light rail
- The bridge is greatly needed but could be obsolete even before its built if not done soon. Even with bikes and public transportation combined you have more cars sitting for hours stopped idiling in traffic every single night burning gas that exceeds any environmental savings from bikes and public transportation. The environmental issue is a feel good facade becasue traffic issues and fuel burning exceed environmental savings from a few bikes in ratio. I have to use my car for work to drive between clients - I ave no choice - it is a condition of employment. With my living in Washington and working in Oregon - both States make good tax % dollars off me but I do not use full servcies in either state. The States win already. Imposing a toll/travel tax to someone paying dual tax revenues in two states just to keep my emploment is not fair. I would move before paying a toll. I feel a forced toll for someone to keep their current employment is unfair especially on an "interstate" highway. I have no economic means to cover another financial hit just to reach my employer.
- If they toll I-5 Bridge I will never use it again(especially if it is \$8.00 each way or even if that \$8.00 for a round trip might consider if it is only .50 each way) I don't care if I-205 is backed up for 5 hours and it's more miles out of the way. Who can afford all that?? Gas is high enough and pay is low and now they want to charge people for crossing the bridge..SHEESH... find another way to pay for it.. Our family uses that bridge everyday and has used it for years(7x week all month long all year long) more



than 2x a day.) Good Luck with all that. Lets see how many people will quit using it because they can't afford it. Which cause major traffic on I-205.. That go over well... NOT...

- Quit spending money on gift cards and put it toward the bridge! This is so frustrating that you have to spend so much it cannot be covered through other means of funding...as if people weren't already hand-to-mouth enough already, you want to toll \$6+ for trips over I-5. Charge out of state travelers! This makes me consider moving to Oregon or always taking I-205 to avoid a toll. Get a little smarter in this planning, please! I don't want to continue supporting a state that could care less about the wellbeing of its residents.
- I do not support the proposed bridge with light rail. It will NOT reduce congestion and is too expensive.
- I grew up in Vancouver (Cascade Park), so most times that I cross the river I'm visiting home. If there were a toll in place, I would probably switch to taking I-205 even though that would mean taking I-84 which always has traffic (rather than what I currently do: crossing the I-5 and taking Hwy 14 which never has traffic.) If the traffic was too bad then I would make the trip less often for sure. I typically plan my weekday trips between 11 at 3, or after 7pm to avoid traffic, and if the toll only went until 8, I would leave then to avoid the tolls. My husband is a grad student and the additional cost would be hard for us, especially with gas prices already so high.
- I ride my bike 14 miles (one way) across the I-5 Bridge twice per week. If/when the new bridge is in service, I will likely increase that to 3 or 4 times per week.
- We favor the latest design we read about that allows for a raising and lowering of part of the bridge in a more efficient manner. This seems like the best design for efficiency, economy and is low enough for the Vancouver airport and can be high enough for the construction business east of the bridge to float their equipment/product west on the Columbia. We do not favor light rail as it is cost prohibitive and will take forever to pay for itself and there is not much interest in using it.
- I would much prefer to use a light rail system and would consider moving my office to a location more easily accessible via light rail if it was extended to Vancouver.
- I would be a lot more supportive of a new bridge IF it were going to be a more architectually beautiful!
- \$9.00 is an unfair toll amount.
- Bring Light rail to Vancouver. Vancouver needs more buses and light rail trains traveling between Vancouver and Portland.
- I fear light rail will increase criminal activity from Clark County moving into Portland.
- I am so irritated with people who do not want Light Rail in Vancouver. I ride Light Rail one or two days a week from Delta Park to downtown or Lloyd Center. I want Light Rail in Vancouver! It would be more convenient. It takes me longer to get across the I-5 Bridge than it does from downtown Portland to Delta Park Light Rail Station. Sometimes I even have to stop at Burger King in the afternoon to wait for the bridge to clear enough to get across. A few times I have even had to cross to the I-205 bridge to get home. We need Light Rail in Vancouver.
- I do favor having the light rail option. I favor tolls only if they are reasonable.
- I love the idea of a toll on the I-5 bridge. I have had many problems with transponders failing or working intermittently during car rentals and borrowing them, but I am willing to give it another try PROVIDED there is a reasonable fee for the transponder failing (for example, if the toll is \$2.50 and my transponder fails, I get a ticket in the mail for \$2.50 or 3 bucks, not \$20) I am fine with it. Build this Bridge!
- I cannot consider public transportation due to the amount of product I need to carry in my vehicle and the stat demand my profession requires in response to hospitals.
- A toll is a bad idea. everyone will flock to the 205 bridge. Also it will cause an unfair burden on low income people that need to cross every day for work. There are plenty of people that live in Oregon that travel to Vancouver regularly to make it worthwhile to just pay for the bridge with taxes. Like we have always done in the past. How was the 205 bridge paid for?



- I understand the need to update the 1-5 bridge, but don't see the need for an oversized bike/ped path, light rail, and a completely new bridge. Congestion could be reduced by altering how the lanes are currently used. I believe the current bridge has more useful life left, and modifying the lanes to create more efficient traffic flow would be a more functional and less expensive solution for local tax payers.
- My main issue with this project is that the traffic issue on I'5 south bound during traffic hours is the Rose Quarter. I travel Hwy 14 east and jump on I'5 at the bridge. From that direction, traffic is not bad at all. I do not experience a slow down until I pass Delta Park area which is slow all the way to the Fremont bridge and is really slow through the Rose Quarter. I'5 north is fine until the carpool lane hours kick in which makes I'5 north 2 lanes at the worst traffic hours. Remove the carpool lane, and I'5 north will be better.
- Thank you. Good survey! That bridge is so crowded that there are times (morning and evening rush hours, Mon-Fri) when I will not use it unless I have to. So please make the new bridge large enough to allow peak traffic flow, without delays during rush hour periods. I would prefer the bridge not have a toll; why not sell state bonds?
- If the toll were a couple bucks or less TOTAL for a days commute, and it shaved 20 minutes or so off drive time, I would be all for a toll if it helps. But to charge several dollars each way and not improve my commute will have me driving 10 minutes out of my way to use I-205. Period
- I cannot understand why the only options are car, bus, or light-rail. There is already a separate rail bridge over the Columbia. Tri-Met, C-Tran, Amtrak and BNSF need cooperate to provide commuter service between Union Station in downtown Portland and Vancouver Station several times in the morning and evening using the same self-propelled rail cars developed for WES. Amtrak currently offers this service for \$8 each direction only once in the morning and once in the late evening. If one wants to take one's bike it is another \$5 each way. Light rail is terribly slow because it stops every 3 blocks. Heavy rail with self-propelled cars takes less than 20 min each way and doesn't stop every three blocks.
- I do NOT want a new bridge without light rail and bike path. Please lead Vancouver into the 21st century.
- I do have an additional comment. I am an Independent Contractor, I have 14 different clients around Vancouver/Ridgefield/Portland. I cannot use public transportation of any kind and I cannot ride share. I go to 2 to three of client's on a daily basis. So none of your scenario's work for me. We do NOT need light rail from Vanc to Portland, it could never get me to where i need to be on any given day and I believe the limited service area's in Portland it would reach won't help many other's either, that is why people don't use C-Tran. Since I do travel this section 3 times/week i know where the plug is, it is in Portland at the 405/I-5 junction where I-5 goes into two lanes. Fix this and you will fix everyone's problem, continue to ignore it and the BURDEN of an unused Light Rail system will be on the backs of the taxpayer. I pay enough taxes, I don't want to have to pay additional.
- I intend to bicycle very often across the bridge ... as a way of avoiding toll costs, and of course for fitness. many of the \$ choices were moot, due to my cycling intent.
- I understand the need to charge a toll for the CRC however there should be some discounted rate for work commuters. There is no way I could afford to pay upwards of \$200/month to cross the bridge on top of fuel costs when I could detour and use the I-205 bridge with no toll. I would simply add the additional time to my commute. I would consider something less than \$1 per trip and a discount for regular commuters.
- How about running the light rail across Vancouver near Hwy 14 to the east with parking garages near Columbia Blvd and another near 205 and another near 164th on the Vancouver side.
- The trip I selected was the one to my faith community. I go with my husband, so we are a car pool. I would not car pool with a stranger ever. I can see a time when I will use rapid transit if it went to where I was going. When you asked about the free toll time from 8 pm to 5 am. I would definitely hang around until 8 pm before coming home if it saved me more than 3 dollars. I would never leave before 5 am for any money. To my mind you would have a traffic jam at 8 pm. As I go into the time of my life when my income will be fixed, I can see that tolls would change a lot of what I do and when I do it. Good luck!



- The reasons I don't use mass transit: Inconvenient. Doesn't drop me off where I need to get. End up using a cab or bus to get from Max to destination. Now we are talking about taking too much time. Also safety is a concern. Love my bike but weather is a factor. Work from home so trips across bridge are infrequent. Use 205 to get to airport.
- I think that the duration of the public transit trips could be significantly reduced and efficiency in infrastructure by using rapid transit buses that run on the existing roadways, but in dedicated lanes. I'm a big fan of lightrail until it breaks down or there's an accident on the tracks and I'm stuck for hours trying to get home. Mass transit is a critical component to the success of the river crossing and needs to be fully integrated.
- PLEASE PLEASE make public transportation and alternative transportation (cycling walking.) MORE CONVENIENT. I love the idea of a toll to inconvenience driving and making alternative transportation more convenient.
- My commute to Vancouver from SE Portland in the morning, is generally the more reliable, faster trip. My commute home to SE Portland from Vancouver is inconsistent time-wise, but often much longer. If a toll was introduced on the i-5 bridge, I'd really struggle to be able to pay for it, and would go take the 205 instead, although I imagine many others would have the same idea and it would only clog up more often. Thanks for doing this survey!
- I am strongly opposed to a toll on the I-5 bridge because that will likely cause traffic on I-205, which I use to commute to/from my home in Portland and workplace in Vancouver, to increase dramatically and create much more congestion than there already is on that route. People will drive out of there way to avoid the toll, even if it means paying more in gas. I also will not drive across the river to shop on my lunch hour which is when I usually use the I-5 bridge and was the case referenced in this survey. I shop in OR just to avoid having to fill out forms not to pay WA sales tax, besides convenience of going just across the river.
- I am self-employed and work odd hours, do not do a "regular" commute to Portland. I have no objection to tolls as long as they're reasonable. I do not favor high tolls just to get cars off the freeway and force people to use mass transit. If the MAX trains went directly to my destination I might use it but that's very rare. I travel to different locations in downtown Portland weekly and I lug about 40 lbs. of equipment with me to work so I need to be able to park close to my destination. I in general do not dislike public transportation, just do not find it convenient to my work situation.
- The issue of Light Rail and Bike lanes has Cluttered the decision much too long. It shouldn't be part of the politics. A simple look at the rest of the world's new spans would give the intelligent, forward thinking, individual or planner, the answer. Build it for the FUTURE. Respect the Marine use as well as the Land use. It's really simple. Tall enough to serve current and future objects passing under, Wide enough to serve Expansion (Motorized and Manpowered). Just build the Damn thing and people will support it.. Tolls, Taxes or what ever... But, ONLY if they can be proud of it. The Design should be Creative and Unique.. Bring the world here to see it, and even the most hard nosed conservative will Shout Their APPROVAL. Stop talking, Build it..NICE
- I would only support the project if light rail was included along with bike/pedestrian access. Traffic congestion along I-5 is much greater than just at the bridge and alternative solutions need to be available and encouraged if the project is to be successful.
- I support the bridge construction. While it may cost some to build it, the reduced congestion and most importantly, increased safety is a high priority for those that drive I-5. And it'll put people back to work. It's good for metro area and good for the region.
- Mass transit is not reliable, does not run late enough and is unsafe.
- the bridge look pretty :-)
- I am most excited for light rail into Vancouver!
- i filled this survey out regarding my morning commute north - the real traffic is coming home - it had taken me 1 1/2 hours to make that trip when it should be 50 minutes - this needs to be addressed.



- The fiasco of CRC has been a clown circus to watch. All the extreme factions cannot be satisfied. If it wasn't going to be a low-lying Taj Mahal, it might be a good project, but you have the PC police involved....just forget it.
- From the start of this project, I was under the impression Mayor Leavitt was not going to have tolls and I supported that view. Now it looks like he has change his position and wants tolls. I'm in favor of getting the funds elsewhere. I already pay Oregon taxes and feel I'm being taxed twice if the tolls are put in place.
- I would use a bike lane that was seperate from traffic and shelterd from road noise for recreational reasons. I just wouldn't be able to for work due to the nature of my business.
- Another situation that should be a presented option would be if you travel the opposite direction of the normal rush hour. I.E. Northbound in the morning & Southbound in the evenings. I don't quite understand why I would be tolled the same as someone who has a better option of carpooling to Portland for work from Vancouver as the number of those using the freeway are overwhelming going to Portland vs. a small percentage of us Portlanders who work in Vancouver. I already pay a higher Oregon income tax because of it... Take a look Southbound in the mornings & Northbound in the evenings. 99% of the cars using the bridge are from Washington. They should at the very least bear the brunt of the burden for funding a new bridge.
- Based on the toll possibility of \$5 one way, this would cost me \$10 daily and would wind up costing me \$120 a month and I only work part time! For those of us who work in Beaverton light rail/transit is a bit unrealistic with the amount of changes we would have to make. I don't think that the new bridge will dramatically change the traffic in and around portland. The traffic on the 205 is nearly as bad!
- The easiest way we could improve Oregon's economy is making it more difficult for people to commute from Vancouver to work in Portland. We should be hiring more Portland residents for Portland jobs. If people want to live in Vancouver for the cheap cost of living - fine. But they come down here, use our resources, and then complain that it take too long to commute. Too bad - I say - stay in WA.
- The CRC makes sense for economic, safety, and environmental reasons. Climate change is here. Cycling, walking, and taking public transportation (particularly light rail) are excellent alternatives to driving. The CRC will facilitate this change in style while lowering emissions from congestion for those who haven't yet taken the fabulous leap into bicycle transportation!
- I'm very much in favor of light rail. It offers alternatives to driving into Portland without having to deal with parking and traffic, not to mention cuts down on pollution. Also, light rail might benefit the city of Vancouver. Vancouver has so much potential, but it's dead. I really want to love Vancouver's downtown and spend my money there, but there's nothing there. So many beautiful empty buildings. It could be such a great city. Light rail would benefit the downtown and maybe make Vancouver a destination.
- 80-90% of my trips are work related to visit clients or job sites.
- My carpool buddy lives on Hayden Island so I-205 isn't really a viable option for me. :-{
- Transit does not work if you have a two hour one way trip with 3 or more transfers ro replace a 20 minute auto drive. Also the new 4th plain BRT extension with HOV lanes on the new bridge would work better that a light rail bridge
- The bridge should be built without the light rail component. That way it could be higher, not impede river traffic and would not have so much opposition from Clark County residents.
- Please try to find a more economical way to build a bridge, I believe what is proposed is a waste of money and it is a bridge to nowhere. There is no infrastructure in Portland to handle more traffic and light rail is a waste of money for the amount of people that will actually use it. The Portland Vancouver area would be better served with a third bridge down river from the I5 bridge. If we have to have light rail shoved upon us, run it across the 205 bridge and make light rail users pay for it. Southwest Washington residents should not have to pay the major cost of the new bridge and light rail. It costs way to much, use the 205 bridge as a blueprint for the new bridge, its cost was a fraction



of what you want to spend for the new I5 bridge and all of the stuff that is tagged on to the costs and the destruction of jobs in the area. It will destroy the economy and land values in the Vancouver area with the high tolls you plan to collect. I remember the tolls on the I5 bridge remodel, it was 20 or 25 cents and paid the bridge off in around four years. With the present plans the bridge will never be paid off.

- I support a new bridge without LightRail. I would consider Bus Transit if travel times were realistic. The times in the survey were way off from what I have looked up in the past.
- I grew up in Europe. It is shame that we still are way behind in public transportation. Well developed public transportation options would reduce number of cars on the road and on the bridge and reduce pollution. (Which I already do driving fully electric car.)
- The federal dollars for this project should be unconditional and not dependent on bring light rail (and crime) to Vancouver.
- Replacing the Jantzen Beach north bound interchange would fix most of the afternoon problems without a new bridge. The morning backup usually begins in Portland and works its way north. A new bridge won't fix this.
- Building the bridge would be acceptable to me if light rail were not included, the number of lanes was expanded and the height of the bridge did not cause issues with businesses in Vancouver.
- I generally support tolling to help pay for the construction of the I-5 Columbia Crossing; however, I firmly oppose ongoing tolling for future upkeep and maintenance of the new bridge. I oppose all tolling on I-205. I support the inclusion of Light Rail in the project if, and only if, there is direct/express service offered from downtown Vancouver, WA into at least the Rose Quarter/Interstate MAX area or the Union Station MAX area in downtown Portland, OR.
- Though I'm "Generally opposed to tolls", I do understand someone HAS to pay for it. Though I might complain, I would still pay it. And the sting might lessen with time.
- Lightrail is about the only way I could see myself not having to commute by car into Portland. It is too far to bike the entire way. Tolling the I5 would significantly increase the cost for me to make it to a job that pays me little as is. Adding tolls on top of my commute to Portland where I pay for parking and gas already would make it unreasonable.
- I strongly favor the new bridge and it would be tragic if it did not have a light rail component. Businesses looking to grow in the area are specifically asking if light rail is available to the area--it will help Clark County grow the economy it wants. A new bridge would also allow for safer and easier pedestrian and bike paths--it is challenging and cumbersome to bike from Portland to Vancouver now because of the bridge on ramp. Light rail is the key, though! Also, I understand that we need to pay for the things we use and nothing lasts forever. I support tolling and I support infrastructure investments for our future!
- I would be in favor of a new bridge, but I don't want tolls or light rail. If we can not find a way to pay for it without tolls, than it should not be built.
- New Bridge is required to get over the worst bottleneck on I-5. The amount of money wasted in gas stuck in traffic jam would definitely be less than toll and would also be beneficial for environment.
- In the part of the survey where I had to pick an option for traveling across the Columbia I was not given the option of not going. I rarely go to Vancouver and if it cost more than a few dollars I would find an alternative in Portland.
- For God's sake please wrap up your surveys & build the bridge before you lose federal funding!! It is beyond my imagination that we have spent so much money and can't even get the bridge height right! Someone needs to immediately step up & show some leadership. It is criminal to let this process proceed if the bridge is not going to be built.
- AS I have said earlier, being on I-5 between 7-8 am needs to be contextualized. The traffic (congestion and only need for the new bridge) is going south, so it is not fair to charge the same amount for either a north or south trip across the bridge between the hours of 7 and 8. The same is true for between the hours of 3-6 pm. In the afternoon the traffic is going north, so charge them more and leave the people alone doing reverse commute. Is the toll to deter commuters or to pay for the new bridge (I know the



fallacy is limited choice)? Both reasons are for the congestion commuters create and do not apply to the reverse commuters.

- I strongly feel like we would be missing out on an opportunity to become a vibrant, diverse county, should light rail not be built on the bridge. I support light rail, ride on light rail and would ride it from Vancouver. I also feel strongly that the toll should be kept reasonable around \$2.00 maximum or that a monthly non restricted use amount should be considered (\$60-80?). The bridge for me is like walking across my street and I use it sometimes 4 or 5 times a day. A toll will restrict my use and make the quality of life less.
- Need to have a bridge built across at 33rd in Portland, so there would be 3 bridges.
- No light rail. We need an additional bridge, not replacement of bridge. Replacement of I-5 interstate bridge does not totally ease congestion. Well studied design for the streets to freeway & highway plan is we need. Study from other country where were they success to build well managed road plan. Make the plan for the competition and let people vote to choose, instead of government people choose for their convenience.
- I am very strongly for a toll AND a lightrail option for the I-5 bridge. I hope it happens!!!
- The funds used thus far in 'estimating' this project could have gone a long way in building a new bridge. It appears the toll is a punishment for living in Beaverton and working in Vancouver, as if the commuting time is not enough of a sacrifice.
- The odds of this project coming in at the estimated costs are nearly zero. This is going to cost taxpayers much more than they will be told. These projects almost never come in at the estimated costs. And this will be very disruptive for a very long time. I would rather put up with the current I-5 bridge. I say no to the bridge and the resulting tolls.
- I believe that my tax dollars that are used for transportation are used across the state based on need and other criteria. I believe that I have paid tax dollars for transportation matters in parts of the state and I have never been to nor plan to travel. In the same manner, people from other parts of the state have paid taxes for transportation projects that occur in the Portland area. I am persuaded that the bridge replacement should be part of overall transportation budgets. When it comes to transportation, purposeful tolling in my view defeats the notion of government spending for the good of all, rather than the focused few. The prospect of tolls has made me rethink my job and work and I am actively looking for a new job closer to home on the Oregon side of the river. With the impending construction and tolling, traveling to work either over I-5 or I-205 will likely in my view take longer, and will be more expensive.
- If we must toll, then it must be fair for those that live on the island and don't cross into Washington.
- I find it odd that you are asking these questions more than a decade into the planning of this bridge.
- We desperately need the new bridge. Charging a toll is not the answer.
- Do not want light rail in Clark County!
- The proposition of paying \$1000 a year to toll a bridge is not a happy one. It's an interstate- it shouldn't be tolled. But if the toll is not avoidable I get that. The difference for me will be the price. If it's over a couple bucks there is a likelihood I would consider moving to take the 205 instead, or moving into Oregon and closer to work, avoiding the toll all together. I already pay Oregon damned near 10% of my paycheck for nothing. Which brings another complaint- If I'm going to be tolled, then I want Oregon to refund me some of my taxes. If I'm paying to use to road, I don't use their educational system or their services, then what are they taking my money for?
- I commuted daily to downtown Portland for almost 30 years. In that time I made around 15,000 trips over the I-5 bridge. Congestion got to the point where I finally moved my office home. Transportation mgmt, including addressing mobility for all kinds of vehicular traffic on I-5 and elsewhere, both commercial and recreational has been irresponsible. The CRC project is a perfect example of how inept government managed solutions have become. Hundreds of individuals and dozens of institutions have pocketed millions of dollars over the last several years (some from this survey) and we don't even have an acceptable bridge design. I support building a new bridge, but it must be one that is built to accommodate an increasing number of vehicles well into the future. We have seen what



MAX has accomplished in terms of eliminating congestion on the main arterials in Portland...nothing. Light rail won't solve the congestion problem in the I-5 corridor either. Given the cost of construction and the ongoing cost of maintenance it is not a feasible solution. If the CRC project demonstrates anything it is the incredible inefficiency of the collection of agencies, including the RTC that all have a say in the project. It is no wonder that the USA seems to be slipping in its dominance of the world economy. We've spent over 10 years talking about a bridge and haven't agreed on anything yet. I wonder how many times this scenario has repeated itself with similar projects throughout the country?

- Save the gift card \$ for the bridge.
- The proposed I-5 bridge designs are nowhere near as ascetically pleasing or iconic as the existing bridge. The bridge needs to be made more attractive & distinctive rather than just another boring looking modern bridge.
- Please quit putting this off. We need a bridge. We would not have had a bridge across the Columbia river originally if it was not for tolls. I do not understand why Wa is holding this project up. I have been hit twice on that bridge it is unsafe and we need light rail, now!
- I am morally and financially opposed to this project. Tolling people to spend for a project that should primarily be funded by the two cities is unjust. I pay taxes to both Oregon and WA to fix roads, improve structures and such. Use that money. Don't reach into private citizens pockets to fund your projects!!!!
- We pay enough to go to and from work, we don't need to pay to get over a bridge. Once again lets punish the working folk; that already live pay check to pay check
- If this project is approved, with Tolling as a source of revenue, I will move from Vancouver, WA to the Oregon side of the river.
- The survey was built nice, some of the cost/travel time options seemed not economically available to some folks and it would cost them less to drive out of their way with gas prices to take the 205 bridge.
- As I entered before,...by living at Jantzen Beach, we will be caught up in tolling for everything we do??!! We have lived here for 20 years and have 95% of our friends in Vancouver, including our church and schools. We have a relatively low income. It would be a huge burden to pay any toll at all as many times as we cross the bridge currently. (We usually go against rush hour traffic in the things that we do, or not even during the peak times) PLEASE do not toll us. Thank you for your consideration, Ewert family
- Build a Tunnel
- I would like the bridge payed from the gas tax. Possibly .4 cents for people in Vancouver , .2 in Battle Ground Ridgefield and .1 cent in Amboy/Couger. or even the rest of the state. The closer to the bridge pay a little more. I do not like one more layer of trying to pay for the bridge. Transponder or the layer and cost of having license photo then sending in the bill. So sloppy. John Earnest
- I totally support light rail. I'm open to tolls but would prefer a lower toll that lasts longer years.
- We don't want light rail. I-5 congestion is not just a bridge issue. The 8 miles leading up to the bridge are poorly designed
- Please include light rail with CCR. For now and future, I would use it at least half of the time for these trips to/from Vancouver WA. In my case, the trips are going to be more fequent - up to 5 times a week.
- Save your giftcard money for building a new bridge. Teach morons in portland and vancouver to drive not just operate their car and we wouldnt have problems like this. People.dont know how to.drive people dont know how merge. They all think if you cut corners they will get there faster...no it just screws up traffic. Do away with all the one lane on and off the freeway. Thats what has traffic all messed up. Jantzen beach on ramp should be closed and looped to interstate so there are not so close together...any moron would know that.hire some real people.who.know how to build roads cause who ever designed these now was smoking dope jack!



- I-5 is a vital economic and overall quality of life element for the NW. The bridge "project" needs to include: 1) A light rail component that includes a build out on the Vancouver side that allows residents there to conveniently use the system such that it significantly reduces the commuter load on the bridge. 2) The bridge needs to be large enough to handle 4 lanes of through traffic and two lanes of local access. 3) I-5 needs to be widened to four lanes from the bridge to the confluence with the 405 freeway.
- Get rid of the Light Rail component of this project and I will probably support it and the tolling too.
- I am strongly opposed to tolling the bridge. I already live in Washington and work in Oregon. Oregon collects taxes from what I earn there and I hardly see ANY of it back at tax refund time. I thought the reason they kept so much of it was to help pay for the cost road improvements. I find it highly unjust that Washington allows Oregon residents to come over and not pay taxes on the things they buy in our state but Oregon keeps close to all of my income tax and then you guys want to put a toll on the bridge that I have to pay. Ridiculous! If the bridge is tolled I will likely search for employment in Washington rather than Oregon. Oregon already takes enough.
- The substantial increase of the project to include light rail and expanded pedestrian pathways, while doing little to nothing to increase flow and decrease traffic is a bad idea. The people who are going to have the same commute as they did before, and even longer while the bridge is in construction are getting the short end of the deal here, and they are having to pay for it. I used to be forced to commute caused from a temporary (over a year, but less than two) relocation. I had to commute from Vancouver to Beaverton to work on a daily basis. With the cost of gas from that commute, we were barely able to afford our other bills and groceries. With an added toll at that time, it would have forced me to quit a job I had worked at for years even though the location move was semi-temporary. I know there are many other people in the same boat. The economy is not in the best state right now, this is an unneeded project as designed, and the people should not be the ones footing the bill for the light rail and pedestrian pathway additions, when the majority of them will never set foot on one of them. Personally I have been on the light rail about 5 times in my life, fewer on a public bus, and have never set foot on a pedestrian pathway across the Columbia, and I have no plans to ever do so and will not pay for it.
- Reduce the cost of the bridge and I might be happier about it.
- I have to be at work very early generally before 5am it is impossible for me to car pool based on where I work. There is no one who works the early shift with me that lives in Clark County. The commute to work is not the problem since it is so early in the morning that I have to travel so the question about coming home after 8 pm is a crazy question since I get off work between 3 and 4 pm. The 205 route is longer and I would only take it if the cost of the tolls were prohibited. \$5 or more.
- this survey only asked about my last commute which happens to be at a very different time than my commute on the other 4 days a week. My commute on those days is between 4:30-5:30pm on weekdays so the data would be VERY different and would make a difference in the survey I suspect.
- Light rail in no way benefits Vancouver residents, and I genuinely don't understand why this is still on the table when the majority of the constituents have made it perfectly clear that they are not in favor of this. Combine that with your bridge designs which accommodate light rail and in exchange hamper Columbia shipping, and cost jobs in the process in this economy, strikes me as a borderline criminal venture. Where do you expect money to come from to pay for all this? How do you expect people to be able to afford your proposed tolls? Are you unaware of the financial state most folks are in? How can you so blindly push on to further an agenda which really aids so few and causes more harm than good? I urge you folks, to please, stop, think, assess this economy, and the current state of affairs, and realize that there is a time and a place for everything neither of which is this bridge and now. The current bridge, if it indeed cannot be refurbished can and should be replaced with another of like kind at a tight or modest budget. The pool of money you draw from comes from shallow pockets these days. I urge you to employ the "KISS" method I learned in the ARMY. Keep It Simple Stupid, and that's what this bridge needs to be. Not Fancy, No Frills, Cheap!
- I understand the reason of having toll project, however the cost is too high to use I-5 when both my husband and I have to travel to/from home and work 5 days a week. Will there be any tax credit for



spending money on the toll fee? If you charge toll fee more than \$1/ way, you will going to increase more traffic on 205 since people will use alternate route. Also, is charging toll mean there's a special road to cross the bridge to make us travel faster and decrease the time spent on the traffic?

- I would use MAX more often now if I could get a bus in the late evening that came out to Columbia Shores, but that bus stops in the early evening. So to get on MAX we still have to drive over to Delta Park.
- I really want MAX to cross from Oregon into Vancouver, WA.
- I think it is important that tolls be included in the plan to help pay for the project (by the people that use the bridge), and that light rail be included to help reduce the community carbon footprint and traffic congestion.
- I am not representative of the region mostly served by the I-5 bridge. I travel from my home in Northwestern Washington to Beaverton on a monthly basis to tend an elderly parent.
- Times your toll by two, as all people going to work in Portland would be paying two tolls a day! That's enough to make drivers go over to 205 bridge
- Why do we have to make such an elaborate bridge across the columbia the bridge is for cars and it should have a walkway like the 205 bridge that I have used on ocasion to bike across to marine drive trail. Clark county residents have made it clear that they do not want a conecting Light rail across the river. The cost is to great.
- We really need this new bridge! I don't know why people can't see this obvious need. If we don't build one very soon, the old one will fall down and then where will we be? Yes, it will be expensive, but there is no other option. We really need this new bridge!
- I strongly oppose light rail on the I-5 bridge.It will never pay for itself and would not be utilized enough. Check out the one to the airport or Clackamas. Most of the time you could fire a cannon into one and not hit anyone. Light rail will not pay. What a crime the CRC has spent over \$150 million and still n.o final design or a shovel of dirt turned. As a taxpayer all my life I am angry at this waste.
- The proposed new bridge doesn't seem to do anything to relieve congestion - other than to try and get fewer people to use it because of the tolls. A better plan needs to be developed that will make many more lanes than the one proposed. Leave the old bridge in place if you can't come up with a better plan for a new bridge.
- toll both bridges
- Argument that shipping should be able to pass under the bridge is convincing.
- Unless you have a way of fixing back-up tryin to get on the freeway a new bridge will not any help for me.
- By the time you get around to build this bridge, it will be out dated and obsolete. It still doesn't have the Coast Guard approval. It still doesn't have enough lanes and you have spent millions trying to do something that isn't rocket science
- If you open a toll bridge, I will NEVER use that bridge, like most other people. I think it's just an invitation to make traffic on 205 far worse.
- Nice design, privacy only "cost" \$5.
- I was living in Vancouver and commuting to Hillsboro everyday for work. I have now purchased a home in Hillsboro close to work and do not anticipate needing to use the bridge on a regular basis.
- I have read of other similar sized bridges being built for far less money. Adding rail bumps the cost way too much for the gain. I would rather see more busses, which are far less expensive & go more places. Replacing the I-5 bridge without adding additional lanes for autos is just nuts! There is no reason to replace the bridge if you are not going to give it more capacity.
- Light rail doesn't make financial sense for Vancouver. Add busses, not light rail!
- I would love to be able to take a good light rail/bus combination to work and tried to indicate that in my answers. I think that in addition to the obvious light rail improvements, there might need to be improvements on the bus side in Vancouver.



- In your option box for selecting my purpose for travel across the Columbia Bridge is based on the fact that I attend Church Service in the Vancouver area, I was offended when there was not a thought/option about the fact that this could be the reason for the travel. There are a great number of us who travel both to and from Vancouver to Portland or vice verses for this purpose. I know we are going to have to travel more often as things are required of us to do so. I would appreciate that in your decision making plans that you do not leave out the quality and the purpose for the CHURCH as being a reason and purpose people make this a needed purpose for travel. Thank you and God Bless.
- There is no way for me to have any passengers in my line of work. I would always be traveling alone crossing the bridge while performing work.
- I marked neutral regarding how I felt about the toll, because a lot of it matters on how much, would it be charged both directions and for how long. I mildly support the toll, because I understand how much it will help fund the bridge and I strongly support the bridge. In regards to public transit, travel times have got to come down which I know is difficult.
- It is quite obvious the bridge needs to be replaced. The new location is a definite beneficial alternative
- I think it is foolish to design a bridge that is too low to allow barge traffic from upriver to pass. I am for a new bridge but how could you design it so low that 3 large manufacturing companies with either close or relocate due to the bridge being too low. This is basic stuff lets get it right!
- I strongly support tolls on both I-5 and 205 for most of the reasons in your survey, eg revenue, congestion relief, road repair
- Thank you.
- I am vehemently opposed to this Project. I think the CRC is throwing good money after bad. Light Rail has got to be the most ludicrous idea. Growing up in the Bay Area, specifically Santa Clara County, I have used the current Light Rail system there. It does not work for the very reason that there is no adequate Bus provision, and the costs outrageous to run it. My opinion: make areal with AMTRAK and / or BNSF to use their rails to run People from East Clark county, Vancouver to across the river..like Cal-Train runs from San Jose and parts South to S.F. 3 Counties pay for the upkeep, and the State of Ca also. That would be less costly, move more People, the rails are already in place, and extra monies could provide more Bus Service to and from the Stations....I-5 does need to Earthquake retrofitted, but so does almost every other Bridge up here in the Portland/Vancouver area.....look what happened to the Cypress structure on the Bay Bridge during the 1989 Loma Prieta earthquake.....this is my opinion.
- One of your questions asks you to select employment status - I am both self employed part time and employed part time, and since your answers force us to choose one, you are getting only partial information from people.
- i-205 is only a viable option for our commute because of the close proximity to our home. my husband and i commute separately to work, but together on the way home, which is why i opted for the carpooling options. i am in favor of tolls only if they are not excessive. i would much rather take the light rail across the bridge to a park and ride where my car is parked, but that was not given as an option.
- No tolls on the interstate system.
- Please note that I have a very long commute with a required start time, so cycling and public transportation are out of the question for my situation. Why are you proposing an \$8 toll? That is insane and way out of line for the cost of living in this area. It really skews my responses because I can't imagine paying that twice a day, 5 days a week.
- I am a realtor licensed in both Washington & Oregon. My trips to Portland are usually not a choice, but a business necessity. I can be flexible in timing to some degree. My husband works in Portland. Our concern is having to pay tolls for both of us!
- I strongly oppose this project as it includes light rail. Both sides of the river has voted against it and it is very expensive. Please build a Glen-Jackson type bridge that is auto-centric so it will serve the maximum amount of people for the least amount of cost. Please stop wasting our tax dollars if this bridge won't massively increase the automobile capacity so we can be sure we will not have to replace this bridge for another 100 years.



- Transponders still slow down traffic. I lived in FL and HATED their turnpike system. It was still slow and very expensive.
- Build the bridge!! A \$9 dollar toll is WAY too much. Both my wife and I work in Oregon. \$36.00 per day is ridiculously high. I suspect a reasonable rate that won't hurt families is in the \$2-\$3/crossing range. Don't kill interstate commerce with high tolls funding a project designed to promote commerce!
- Build the damn bridge NOW!
- Constructing a new bridge that is high enough not to need bridge lifts is the most important consideration. Improved pedestrian and bicycle paths would be nice but there is no need or demand for light rail. The traffic bottlenecks occur with traffic merging onto the freeway. Those are the areas to focus on improving. I am opposed to the very idea of tolls but taking a photo of a license plate and sending a bill (or ticket, as that's what it really is) to the registered owner is a bad idea. How many would actually pay something like that received in the mail? Many travelers use I-5 and they may not realize they are going to be charged for using that road. What if someone borrows my car and I get a bill for a toll after the fact? That's not right. If there is a toll, will I have enough warning so I have the option of not using that section of road? Extortion is no way to pay for a bridge.
- Please build the bridge
- I will be moving to Vancouver, WA in May 2013 and will be using the bridge more frequently.
- Please rethink asking people for money to do the crossing. Most of the people I know, can barely provide basics such as food and shelter, now we have to buy medical insurance, which previously was a luxury. If a toll is imposed, I will need to keep my business in Washington state.
- Those of us who live in Washington and work in Oregon are already paying double state taxes. Placing the burden of a toll on us in addition to our existing double taxation is wholly unfair. If you really want to stick us for \$7.00 a day, then you need to fix the double taxation problem. If Washington had normal state income tax, reciprocity would allow us to only pay one state for each dollar we earn, instead of paying 7% income tax to one state and 8.4% sales tax to the other on the same \$1, like we do now. Let us deduct the income dollars that we pay Washington sales tax on from our Oregon taxable income so that we don't pay taxes twice on the same dollar and then we might be more willing to pay \$7.00 a day to commute to Oregon.
- Utterly amazed that this is still an issue! As a regular commuter, I cringe at how unsafe the conditions are on the Interstate bridge: narrow lanes, no place to pull over, congestion on the crossing. VERY interested in the light rail option.
- You said you would make fewer commute to/from work trips in the future if you had to pay a \$6.95 toll to use the I-5 bridge.- My income is not substantial enough to afford a \$5 or \$6 dollar toll every time I cross the bridge. A job similar to mine in San Francisco would receive 3-4 times more gross, but the 6.95 toll is approximately 50% of the toll on their bridges. (higher percentage of my income goes to tolls)
- I will be retiring in less than a year and a half so will use I205 bridge when tolls start. This will be a financial burden on already hurting folks. And I am hearing that you will not be providing additional lanes on the bridge???? The cars need at least 10 lanes or 12 wouldn't hurt.
- I am against tolls and against tax payers taking on the burden of another public transit system that can't be fully supported by its ridership. The bridge is not the problem, changes to on-ramps as well as # of lanes on the Portland side (Jantzen Beach, Delta Park) need to be changed/ updated. Stop forcing something we continually tell you we don't want.
- My husband makes this trip daily for work. If tolls are enforced on the bridge, we will be forced to move to OR.
- I feel that the I-5 bridge must include light rail. It is the very best way to travel to and from Portland. It would cut down on a great deal of traffic if Vancouver commuters could board the Max in Vancouver instead of driving across the bridge both ways each day. If the bridge included light rail then a toll for vehicles on the bridge would make sense. But a bridge without light rail would mean that many commuters who use the Max would still have to pay the toll each day to get to the Max park and ride.



- I have lived under tolls in another state. In general, I found them oppressive to a strong business climate. They cause delay due to people avoiding the toll. They are too costly. I would rather pay higher gas tax, sales tax or vehicle tax. There is freedom in a toll free bridge. Public transit is over run with undesirable riders and the schedules are bad. . If a toll is implemented I would eventually move out of the area, likely to Portland.
- Including mass transit with the bridge remodel is a good idea. It is also most likely a good idea to minimally toll both bridges across the river so as to not force more traffic to the Glenn Jackson Bridge.
- The new bridge is sorely needed, but please consider another method besides tolling. I've seen tolling in other states where its used misleadingly for state funding instead of paying the cost of the new bridge or roadway. General funding through current tax funds, including increasing the gas tax would be more acceptable.
- I think some very viable other options (besides the CRC) have been suggested and they should be investigated. Building a bridge that will be so very high and ruin downtown Vancouver is a big concern. I think the ramps will be slippery and unsafe. I much prefer a third bridge option. It appears cheaper and more viable for traffic relief. Too much of the CRC money will go towards rebuilding Oregon's freeways and it will not relieve the congestion. I prefer an Express Bus system over light rail. Clark County cannot afford light rail.
- Frankly tolling is wrong and will take money I use to help my unemployed children survive. Gas taxes could used to pay for the roads and not for light rail. I believe in buses as they cab be moved when needed. Frankly it is about time people use some creative thinking on transportation issues and get away form what the major political people want to ram down the public's throat.
- Please make it possible to access Hayden Island without entering the bridge and traffic. Allow the island to have its own access bridge.
- If the I-5 bridge is tolled I'll avoid it and always go the I-205 route unless there's a wreck causing a significant delay. I know from 13 years of experience of traveling to Camas, WA 5 days a week for work that the travel time is about the same. So why would I pay the toll?
- Light Rail only causes more crime; the tolls would never end; Hayden Island would lose revenue; build another bridge at the train bridge instead.
- It's the Oregon on ramps that are the traffic hold up. Also the WA 14 on and off ramps. Fix the interchanges first, then the bridge!
- If a toll is enacted I will make it my life's mission to get any politician who voted for this travesty removed from office.
- We need a new bridge. To handle the amount of commuters each day, to have a safer structure in the event of disaster and to keep traffic moving even when a ship passes through. The toll will not be popular with anyone, including myself. However, it is more than likely a necessity and I'd deal with it. If there was a way to get a discount with a transponder, I would take that option. I usually cross the bridge daily for work and would have no choice. Would it impact our family trips for shopping?.....probably not. May just not take I-5 and take 205 instead.
- We need an expanded I-5 highway/bridge w/ mass transit/lt rail options for economic development and growth. This means jobs! We cannot afford "analysis by paralysis" any more! Be decisive!!!
- This survey ignores the fact that 1-205 is already as badly congested as I-5. A regional transportation plan needs to get tolls on both bridges. Further, as a reverse commuter, regularly making combined business stops, you ignore the fact that small business rely on commuter workers to provide the flexibility to make immediate pickups of special parts/orders in route. Bridge congestion now extends to the increasing congestion northbound. I am on record to say that I would cheerfully pay tolls to get log trucks past the commuter congestion southbound on both bridges. Your transponder question should explore priority for PUC trucks with commercial transponders getting priority on both bridges.
- The opposition to construct the new bridge do not understand that in business, time is money. I've never made much money sitting in traffic. I would pay almost any amount to get to where I work (or home) in a timely fashion.



- My wife and I live on Hayden Island. My wife works in Vancouver so she would need to make multiple trips across the I-5 bridge every week. There should be a discounted option for people who commute over the bridge due to work. It's unfair to make them pay so much for each trip across the bridge when they "have" to go across for employment reasons. Consider a discounted option specifically for this reason. You could verify the need for the discount based upon a person's home address and work address.
- Good survey!! I would consider using public transportation more if I could make it work for my role as a nursing clinical visiting various sites in Portland every week.
- Do you propose keeping the current I-5 bridge and having a tolled alternative, or do you propose replacing the current bridge and having a TOLL ONLY option? It's the latter- then go to hell.
- I like the idea of a toll to pay for new construction, but it rarely stops after the debt has been paid. If officials were actually going to abide by the cost and the repayment and stop the tolls AFTER the debt is fully paid (and make certain it is), I support the toll. I DO NOT support paying some government official's salary or company car or travel expenses, which is what tolls are almost always used for (and excuses made that they're going to other things for the new construction). I definitely do not support the license picture and sending a bill -- this is invasive into private lives and also NOT worth an extra \$1 or \$2 they're trying to charge. A US postal stamp costs \$0.48; internet/email is FREE. Why are you charging 200% of this cost or any at all?
- I appreciate the survey and ask that in the future great consideration is considered on keeping toll costs low. I understand the need for improvements and changes to the I-5 bridge but strongly want everyone to consider the effects of a tough economy and those who are working scrape by with current salaries and rising costs on everything. This makes it so tough already on families who main arguments already have to do with monies.
- I am in favor of light rail options for daily commuters from Clark Co.
- I am appalled that the project is going forward in its current configuration.
- I will move before paying daily tolls. Then you will not get my toll.. \$9 is crazy for us daily commuters!!! I cannot afford that!!!!
- My husband is the primary source of income for our family. We live on a very tight budget. His job is near Kelly Point park, where no public transportation goes during his hours of work. If we had to pay tolls for him to go and come home from work, we wouldn't be able to pay our other bills. We can't help it that he gets done with work at 5pm. Why should we be penalized? If it wouldn't take 2 hours to get to work, he'd take public transportation. But it's ridiculous for him to spend 4 hours on the bus or biking to get to work and back! We would never see him! There is simply NO extra income for us, we live paycheck to paycheck. We TRIED to get a job for him in Vancouver, the jobs on this side of the river, are scarce. We would end up losing our home, or go on welfare in order to pay for a stupid bridge! It's not fair to Vancouver residents to have to pay for MOST of the bridge. If you really want people to lose their jobs, homes, or become another dependent of the state, then toll the bridge.
- I do not think the bridge should be built unless they delete the rail portion and build the bridge high enough to accommodate the need for higher boats to pass under it.
- I strongly support the bridge, light rail and tolls. I have lived in three different areas (Seattle, Washington, DC, and San Francisco) where necessary -- and optional -- light rail was postponed and then later had to be installed at far higher cost. Each of the other areas did understand tolls are a necessary evil -- unlike here, apparently.
- I do not support tolls for the bridges. Vancouver residents who work in Oregon already support both Oregon and Washington way more than residents who do not commute - we pay income tax to Oregon, we pay sales tax to support the local economy in Washington, we pay additional commuter expenses in gas and wear and tear on our cars. Vancouver residents who work in Portland tend to earn a higher wage which we in turn put back into the Washington economy. Instituting a toll will result in more strain on our wallets. If a toll occurs, I will seriously consider moving to Oregon to be closer to my job (and my husband's job) as will many other commuters. This will allow me to no longer have to pay sales tax or higher commute costs. I will no longer support the Washington



economy. Tolls to add on will be the last straw. It will no longer be worth it to stay on this side of the bridge.

- The project is twice what it should cost and the fact that no extra driving lanes will be added to help with traffic congestion is ridiculous.
- Replace the old bridge with an up to date version, leave lightrail off it and use the funding available! The proposed bridges I've seen aren't going to solve any congestion problems anyway. The buses and lightrail won't get used anyway just like they aren't now. I won't ride due to crime and violence and the fact that they don't get close to where I work anyway! If you moved the Jantzen beach on/off ramps and the SR-14 offramp you would solve most of the problems with the bridge anyway without needing to replace the bridge at all. You've already wasted more money up to this point than was necessary! Stop the madness!
- The video tolling surchqrge should only apply to folks who make more t hat 5 trips a month
- Every time another project comes up city of portland dreams up another way to finance it. We have selwood bridge tax on our license, and no money for the selwood bridge. Now we have art tax, and no money to pay teachers. What happened to the lottery that was supposed to solve all of these problems. We have so many public employees standing around supervising other employees, that nobody has time to monitor the employees who are mis-appropriating funds.
- The current route plan for LRT, through Interstate Avenue, then through downtown Vancouver makes it unfeasible for regular commuting. Terminating at Clark College makes no sense at all and stops any logical extension to key areas in the county (established park and rides, Fairgrounds, amphitheater and Expo Center).
- Separate light rail from this solution and make light rail an independent crossing with a lift opening. Make the I-5 crossing high enough for the most likely marine craft. This is what has been done at many east coast locations and it works. Don't try to create something that does not work.
- Build the bridge already!
- We (clark county) already voted against light rail and the mayor said there would be no tolls until he got relected, he lied to the people. No tolls, no light rail, no bike paths, no flowers, park benches or art. Most people want to go accross the bridge and go to work and come home. The bridge is too small and it should be built for future development, that means 5-6 lanes each way. Pay for it now or much more later. If it is the same size I vote against it, nothing wrong with current bridge. why have they spend so much money already? Not high enough! How can this be? No tolls, I will not pay. Kitshaber wants it, not Washington. The residents of Clark county need to be able to vote on this. Thanks for listening.
- I have a reverse commute to work (live in Portland, work in Vancouver). I am rarely inconvenienced by congestion. Public transport is currently much too costly and inconvenient for me to use it. I am far more likely to get a bike than to ever pay a toll for driving I-5. I may carpool once in awhile, but have an irregular work schedule that isn't conducive to that option.
- I have seven family households that are in Vancouver. I live near Rosa Parks and I-5, so I am impacted daily by I-5 congestion. This bridge should have been built ten years ago! Let's get started!
- The entire CRC project is a horrible waste of money. Badly designed (too low), and too costly.
- I hope that all concerns of the CRC project are taken into account. This is too important of a project to rush through just to get it built.
- i think i will be dead before they get the bridge built! Know what i mean!
- I wonder how much the transponder would cost... I am expecting my 1st grandchild next month. I live 50 miles up I-5 from Oregon and my grandbaby will be in Aloha, OR... now you KNOW I am going to be driving across that bridge! I understand when it was 1st built, there was a 10 cent toll until the bridge was paid for, I bet users could get behind that... a buck a trip until it is paid for... I'd have no problem with that.
- I have a reverse commute, and I commute by bicycle. The current I-5 bridge works fine for me by car or bike. I don't take public transit due to hight the high cost and it wastes my time. I feel that building a bigger easier bridge will only encourage more development on the Washington side of the river and



increase traffic again causing congestion. I also think that the tolls and high cost of 'public' transportation will be detrimental to lower income families and individuals.

- I grew up with toll roads, toll bridges, toll tunnels, toll everything. It's a bad way to go. That is one of the reasons why I left there.
- Please get the new bridge built with light rail. Sooner the better! This bridge is vital for the regional economy. Thank you!
- I completely understand that a toll might be the only way to help pay for a bridge but as a public employee it is frustrating that that might be the only option. Why a toll now? Why has it come to a toll? It isn't like I have the ability to find a teaching job in Oregon.
- Above the \$3.75 level I would seek alternate routes to reach the same destination. This survey does not assess that option. Alternate routes available to me are I-205/Marine Drive or Longview-Rainier/US 30.
- You need to better communicate that the CRC is not merely for the benefit of individuals living/working in Vanc/PDX to cross the river. Far too many comments I read in the Oregonian and Columbian are from people who have no clue that the I-5 corridor is a major international trade route between Canada and Mexico. You need to show the volume of semi-trucks transporting the goods along the route between Washington and Oregon. There are days when sitting in traffic mid-afternoon I see literally hundreds of semi-trucks traveling both directions. I am sick of reading people saying no toll for people driving from Oregon to WA because the traffic is caused by WA residents working in OR, which is utterly false as I used to work at a WA company with a workforce of 600 with 1/3 coming from OR. Discussion on toll needs to indicate if the toll is one way or two way. Is the cost going to be flat rate? Is it going to be variable based on volume of traffic like the highways in California? The communication seems to be either lacking enough clarity for people to clearly understand or there isn't enough. Also, please figure out how to get light rail across the river as well as the bike/pedestrian lanes. There are too many shortsighted people not seeing the benefit.
- If you can't get the commute down to 25 minutes each direction there really isn't a point to the project. Portland has already wasted an astronomical amount of tax payer money on mass transit and it isn't used and doesn't come close to paying for itself. Washington does not want mass transit and we don't want a toll on the bridge. If anyone pays for it, it should be Oregon.
- I will use the 205 bridge if the I 5 is a toll bridge
- I do not believe this bridge will satisfy needs. I will give notice to move from Hayden Island if the bridge goes through (I am right on the river looking at the bridge and Vancouver)- construction will not be 'livable' for us. I also think downtown Vancouver will die because many north Portlanders will stop going there regularly because of the toll. We go there now because it's close, goes against the traffic (going from Hayden Island to Vancouver)and we get the sales tax break there, as Oregonians. I would choose to do everything in Portland...as opposed to Vancouver, if a toll goes in.
- I carpool to work 3 of the 5 days in a week. Sometimes 3 people, sometimes 2 people. So on those 2 other days, I am by myself. How does that factor in to the toll?
- The reason for my travel was to attend a memorial for a friend. It is unlikely I will have reason to make this trip again.
- My problem with tolls is if by having a new bridge it does not make my trip faster why would I want to pay a toll? That to me just seems very stupid.
- I am in favor of a new bridge (tolling if necessary) and light rail. It would be unfortunate to build a new bridge and not include light rail. We must think to the future.
- If you're going to toll I5 then you better plan on tolling I 205. Also the tolls should be in place only until the bridge is paid off.
- People need to get used to pay more for the infrastructure! That is good for many reasons: it will reduce use/demand, it will help pay for infrastructure, it will lead to smarter and more socially responsible choices. Tolling on I205 bridge is a good idea as well: find a way, if needed. Make some other improvements on or need the bridge to justify it if needed. A new bridge is needed. Needed



badly. Please...build it soon!! (For all of us here in the NW, even they who don't know how not having a new bridge negatively impacts their lives.

- Third bridge. Just do it.
- I would prefer if you left the I-5 bridge alone, it is still good for another 50 years, and built a third bridge. Either a commuter bridge from Vancouver to Jantzen Beach or from West Vancouver to St. Johns / Hwy 30 area.
- Build it! Make the toll reasonable (\$4 or less) and make sure to include light rail. Even though I live in Camas, we have driven to Delta Park to take light rail into downtown Portland. We like traveling by light rail and want to support it...bring it to the 'Couve!
- I oppose tolls. Roads should be paid for with taxpayer money.
- I believe that tolling on the bridge will limit the flexibility for Portlanders to enjoy Vancouver and Vancouverites to enjoy Portland. Friendships that are now thriving between the Portlanders and Vancouverites will become compromised. I know it is a business decision, but it will harbor resentment for the new bridge, in my mind.
- To toll I-5 and not I-205 would be nuts. Toll both bridges, make the toll high (\$7-\$10 per crossing - both ways). This will incentivize public transportation in general and light rail in particular.
- Build that bridge!!
- The current I5 bridge, while old, appears to be in good shape. Replacing the bridge without increasing the number of lanes solves no traffic problems aside from the occasional bridge lift. Time and again, citizens have said "No" to additional light rail, and yet politicians continue to shove this down citizens' throats as the only viable transportation investment. Existing light rail, while used during rush hours, is minimally used other than that, and the cost per user-mile is high; not only that, but fares do not meet operational costs, necessitating subsidies from non-users. I realize my thoughts are contrary to the prevailing political currents, and are likely to be disregarded. But I was asked.....
- Because the trip in question was an outing with extended family, we traveled in a POV. If it was just myself or with my wife, I would prefer to make the trip via light rail.
- A few very bad Qs in the survey. The question about how I would reduce my usage of the bridge if there were a toll didn't give me the option that was correct for me, so I had to lie to move on in the questionnaire. Also the Qs about arriving earlier or later was not clear. Of course I could arrive many hours earlier/later: take a different route, leave at a different time of day, rearrange my work schedule, if traffic had been lighter, if I had raced through traffic or chosen to drive in the slow lane. I don't think my answers related to what you were trying to get at, since these Qs were excessively vague.
- The I-5 bridge needs to be replaced. I don't like paying tolls, but I still think that replacing the bridge would be good for Vancouver. I think tolls would encourage more economic development in Vancouver. Too many people have to commute to Portland, because that is where the jobs are.
- New I-5 bridge will not resolve the congestion into portland because it is created by the narrowing of two lanes at the coliseum. Same thing is true when heading north on 405. First, fix the I-5 corridor in PDX. If you really want to improve traffic and charge for the project build a third bridge. Say from Ridgefield to Hillsboro.
- Please provide details of any other options investigated. Particularly if there is an option for a third bridge. And if there were economic studies regarding keeping the 85% clark county workers who commute to Oregon on daily basis on the Washington side of the river for work. Vancouver needs more employers.
- I live in Scappoose and it would cost and take too much time for me to take public transportation to get to my work in Vancouver. I live on a very tight budget and adding another cost that I have to pay just for the right to work my butt off at work makes me very angry.
- I feel that we should be looking at building a bridge to replace the existing with 4 lanes of traffic both directions and high enough for river traffic and NO LIGHT RAIL! It adds way to much cost to the



project for the amount of people using it. It is not cost effective and has to be subsidized greatly. Very poor use of taxpayer money.

- The bridge will not solve the traffic problems. The problems at the Rose quarter add more time to the commute than bridge.
- I don't see what the big problem is. We need a bridge, Stop spending all the money on dumb study's and just build us a bridge. You didn't ask me if I wanted a new stoplight by my house or a new Winco down the street, but I have one. Do the same this here. Just build a bridge, Its like walmart. If you don't like it don't go there. Same think here. Do I think you should toll me? NO, I don't, does that mean I'm right, NO it doesn't.
- Using a reasonable toll to pay for a new bridge is about the fairest way to fund it
- This project has been mismanaged from the beginning. The "study" costs are exorbitant, the construction costs are too high, the proposed time saved is negligible, it is not high enough to allow river traffic, and the tolling costs are unacceptable. I will either move or quit my job; I won't pay the costs every day.
- Please, no light rail.
- would like to know the cost of a transponder and where you would purchase them
- I feel that tolling is unfair as vehicles which provide food/clothing/all other ways/means of life use this bridge/Interstate. This bridge connects 3 countries (YES 3 COUNTRIES - NOT JUST WA TO OR) & should be federally funded through road/gas taxes, etc. This seems to have become a fight between WA & OR as to who can be the bigger butthead. Get your heads out of your backsides & consider what this means for TOMORROWS to come. It will NEVER be cheaper so GET IT DONE & work towards our future - quit being so stubborn - you all look so stupid. and yes, lightrail should be mandatory w/ the building of this bridge. in fact, quit building lightrail from milwaukie to downtown, etc. connect it from longview to salem - be smart about it - and use buses to run on smaller lines to connect w/ max. be smart !!!!!!! Just like the HOV lanes - how ridiculous to let only carpoolers use these. BE SMART. Let the transportation semi's use it too & get them through w/o being held up w/ the bottleneck of our daily rush hours (keep our shopping costs down by helping w/ their fuel economy & time spent on the roads (that you never seem to have money to repair). Gee - I feel like I should help run the government - my ideas are smarter than some of yours.
- I think the CRC is a waste of money. Please fix the train bridge, build a local bridge to Hayden Island, toll the current bridge, and expand the Glenn Jackson.
- I do believe we need a new bridge to lessen traffic restrictions. I am strongly against a toll for a new bridge, I also do not enjoy having public transportation pushed upon me. If a toll does in fact take place I would most likely move to Oregon since I already pay Oregon income tax. The agenda behind this bridge project is disgusting and in my opinion the finances are being used very irresponsibly.
- I use the I-5 bridge for transit into Vancouver on a regular basis for work related crossings. They are irregular but are required for assignments in Vancouver. I also travel to northern Washington state for visits with family and friends several times a year. An overly large toll would be very hard for me to justify when the I-205 bridge is free and only 15 mins difference in my travel time. It would however add to the traffic that is already there. A more reasonable toll of \$1.50-\$2.50 would be more reasonable & I would be less likely to reroute just to not pay a toll.
- You are welcome!
- Due to where I live and the nature of my trips to Portland, I can't take public transportation. Like most of the people that I know in the northern portion of Clark County, I vehemently do NOT want Light Rail brought to WA. The vast majority of the people in Clark County would NEVER use it, but we'd be forced to support it through taxes. Since so many of us are taxed by Oregon, we already pay thousands of dollars more taxes per year than all but the most wealthy in Oregon or Washington. The only ones that are really listening to the local citizens in Clark County are the local representatives that are trying to stop the CRC in it's current form.
- The CRC is an insidious project put together by people that have an agenda contrary to the needs of Clark County citizens and commuters. We need a real vehicular transportation project that will



improve VEHICULAR traffic flow across the river. WE DO NOT NEED OR WANT LIGHT RAIL IN CLARK COUNTY. We will continue to vote it down, and continue to elect new political leaders that oppose the CRC in it's current form -- replacing the crony politicians that were bought-off to try and make an end-run around the voters of Clark County.

- I am all for a new I-5 bridge, WITHOUT the tolls and WITHOUT the light rail. Also, the bridge needs to be higher than proposed, so that the businesses which rely on the Columbia river for transport would be able to continue.
- Please keep whatever toll you imposed at a manageable rate, I already spend quite a bit on gas for my commute (\$300 a month), buying another car is not an option in my world and increased pay is not likely to happen anytime soon as a teacher with all the funding being cut. Some of us struggle financially, adding yet another tax to our plates is very unfair to those of us that struggle financially.
- If you put a toll of more than 50 Cents on the I-5 bridge, I will switch my commute to the 205 bridge. I only use the I-5 as it is 5 -10 min faster than the 205 bridge. And if I have to stay late at work meaning after 3:00pm it is almost always faster to go 205 due to the backup on the 15 bridge. If you don't fix the bottle neck and get rid of the Jansen Beack onramp your not going to eliminate the congension caused by entering traffic.
- I'm concerned the general areas around the freeway are going to overpaved, and that bike/pedestrian access, and the lightrail system are going to be compromised.
- Seems t ome that to have this work you need tools on both the new I-5 and existing 205 bridges. With out this folks, like myself will choose to travel the 205 regardless of the time difference. Also - Since Wa residents who work in Portland already pay full burden Or state income tax to implement another transportation fee to use the bridge with out some type of Or tax relief (pay something less than the 8% full burden) seems like a difficult to justify position and will likely meet with opposition. I used t ouse the Portland light rail system when we lived in Portland and found it to be acceptable. My wife now uses it almost every day. If the stops were located closer to our destination we would consider it.
- It was very disheartening to find out that the bridge design was too low to accommodate the barges that need to go under it and had to be changed. It did not inspire confidence in the design or oversight process. That being said the design is beautiful and looks impressive. I drive on the east coast and in California and the toll roads, toll plazas and administrative costs seem incredibly cumbersome, expensive and prone to mishaps. I certainly hope you can avoid them. I am a semi-retired physician and cannot take public transportation or carry passengers due to the variability of my schedule and errands. I also cannot afford \$9 a day for bridge tolls to go to work. \$2 was reasonable. \$3 is max. I'll leave earlier and use I-205 if the tolls are higher than that.
- The CRC, as proposed, will kill too many jobs because of its low height. Light rail is fine in Portland but traveling by bus just makes so much more sense. The cost in this HUGE fiasco is ridiculous. Building a new bridge and connections should be the concern, not funding Tri-met projects and all the other Pork in this proposal. There are too many people trying to get the most Federal matching dollars and loosing sight of the real issue.
- I would use the bike facilities, but not for a trip to Bremerton. I do not understand why there is a desire to build a bridge at a height that has been clearly demonstrated will negatively impact commerce. Doesn't make sense
- I support building of the new I-5 bridge. It is very munch needed, and I don't mind paying for crossing the river. My preference would be, however, to take light rail or the bus if I did not have to change busses, there was plenty of parking (at a park and ride), that it would not take more than 45 minutes in travel time, and the bus or light rail stopped closed to work and park/ride. If I had to pay more than \$2 each way to cross the bridge, I would work very hard at finding a another job on this side of the river. Many of us who work in Portland also pay for parking. It would be a savings for me to use good public transit instead of continuing to drive my own car, pay for tolls and for parking. Between that and paying for Oregon taxes, I feel squeezed passed my tolerance level.
- why should us boaters going to Jantzen beach have to pay for tolls when were not going into Portland ??



- The carpool lane in Portland heading north into Vancouver needs to be removed. 25% of the use is by single drivers. Carpools are great when there are more than three lanes to begin with. Starting with three lanes and taking 33% of them to dedicate to a carpool lane is ridiculous. A new bridge is not going to solve the traffic jams during rush hour that are caused by onramps and entrance to the bridge itself. Removing the carpool lane at least would help a bit but not solve. If the bridge that collapsed in Wisconsin years ago can be rebuilt in 14 - 16 months and for under \$1 billion, why are we looking to spend \$3.5 + billion for a bridge that's not as big? This is a complete waste of money and should be able to be done (if we even need a new bridge) for much less than 3.5 billion.
- build and toll!!
- Need to think about toll collection for occasional user (4 or so times per yr.) Travel through Portland/Vancouver needs to work for longer distance travel. This is an "Interstate Highway" and needs to function as such. Maybe have carpool lane that starts near Wilsonville and goes through metro area and far north of Vancouver for long distance travel. This is not just a local project.
- Poorly constructed survey.
- I sincerely feel that we need to upgrade the Columbia River I-5 crossing. I would like to see light rail included, but not at the expense of blocking river traffic. Our river commerce is too valuable to our economy. Tolls should be reasonably priced for regular commuters and residents of Clark county who are a part of the Portland metro area and help support Portlands economy.
- I travel to Portland several time per year for my work will often use I205 because of the excessive traffic on I-5. I have that option for work, however I also come many more time to see my daughter at the University of Portland. Typically I use I-5 to get to the Rosa Parks exit, but it does not matter what day of the week and the traffic leaving Portland is horrific. There have been times I have used I205 even though it means a much longer commute. I am not opposed to tolling if it eases congestion but I also think it is ridiculous to think \$7-\$9 is a reasonable amount.
- I am strongly opposed to this bridge. It's not that I'm against a new bridge, just not this bridge. WA has voted down light rail how many times? A bridge with a bus lane would be more affordable and could allow for more driving lanes. The current proposed bridge is too expensive and gives us no more driving lanes and I understand its not tall enough for river traffic. I don't understand how this proposed bridge got this far. It does not meet the needs of the people. Clark county residents are going to be forced to move to Portland. Is that what Vancouver really wants for our younger generation forced to move out of the state?
- Most of your questions do not apply since my drive is taking my child to and from OSU. Also, add a opt-out selection to your question about household income. You don't need to know how much my household income is so I lied on that question.
- I am thoroughly disgusted with the handling of the CRC project. Regardless of the number of times we have voted against light rail in this city, our officials are determined to cram it down our throats. The mismanagement of the CRC is blatantly obvious, given the amount of money they have spent without bothering to first get proper height approval and subsequently approving a design that is only likely to save one minute in travel time. If you had someone design a house and you realized it was a flawed design, would you go ahead and have it built anyway, simply because you'd paid the architect? No, you'd hire another architect to come up with a better design. Why not do the same with this project? Start from scratch and hire an engineer that can come up with a design that isn't full of flaws.
- The new bridge is vital. We travel to Seattle often and the bridge is often a traffic jam. There needs to be transit options and the toll will help paying for the improvements.
- Don't forget the lower income people who have children in daycare and commuting bus or max is not an option to work full time and spend hours on the road trying to get to daycare to pick up their kids. Lower income/min wage earners would not be able to pay a toll. I'm in sales, I go from branch to branch, the bus or max is not an option.
- I understand the need for a new bridge. I also understand we want to make it with future growth in mind. But the waste of money already on this project and this societies need for the 'grandiose' instead of just a plan practical bridge with rail angers me. No bridge in sight and how much money has



been spent, 50 million? 100 million? These kinds of projects end up lining peoples pockets which turns me off. Thus, NO TOLLS. The tax payer has been raped enough already.

- I feel current expensive design is promoted by those who will make a killing from construction, and will most likely result in massive cost over-runs like the OHSU tram by intended secret intent, difference being forced upon commuter's backs resulting in civil unrest. Please consult "How to build the CRC sooner and save \$2.5 billion" on p. B9 of Oregonian Friday 4-19-13 edition - in particular building a new down stream, properly aligned railroad bridge. What isn't mentioned in this op-ed is seismic upgrade to existing Interstate Bridge that would keep it usable for another 100 years. As I understand, cost for this upgrade would be about the same as tearing it down. As a retired spacecraft engineer, accustomed to critical thinking most of my life, I smell a rat in past 10 years of CRC political planning, including design to further the 1%'s bank accounts in "secrecy jurisdictions." HotSprings@compuserve.com in Barberton WA
- Just build that bridge! (preferable just a little higher to accomodate the upstream users)
- Quit all the Politics, and just get it done!
- We need a new bridge - or a tunnel :)
- Light Rail is essential! Get with it Clark County! Covered walkway and bike lane seems silly, especially if this costs more than other alternatives. I do not think the new bridge will increase the number of those commuting via cycle.
- i think by you guys wanting us to pay a toll is wrong...we already pay taxes im sure you can find the money else where so that it does not hurt are pocket books any more....and in closing people that live in Washington and work in Oregon is already getting double TAXED.....
- I think the project is way to expensive and will creat more problems then we now have.
- As long as the tolls are reasonable they will not prevent me from using the bridge for business or pleasure. I am a firm supporter of light rail. The sooner the better. And I like the original program that took it all the way outto the WSU campus.
- non stop commuter buses from salmon creek and hazel dell are great for those working in downtown portland. for other not "commuter" trips - a personal vehicle is the safest and most flexible way to get to varied destinations. light rail is not as safe or flexible as driving in your own vehicle. money currently allocated for light rail should be devoted to more lanes for personal vehicles. public transporation can be by bus. expensive wasteful lightrail is not needed.
- I chose to describe a trip to my physician. I travel weekly to a meeting with writers which occurs in Portland. As a former employee of the Oregon DOT, I strongly support light rail between Portland and Vancouver. I also believe that it is essential that people using the I-5 bridge pay tolls -- we here in the west are less familiar with transponders but we were completely used to them in Massachusetts. BRING ON THE TRANSPONDERS and tolls!!
- Move I-5 several miles to the west to avoid Portland entirely. Have the CRC cross the Columbia River near Rainier/Longview. Leave the existing I-5 bridge as is for local traffic. The City of Portland doesn't want a successful market capitalist economy. Portland is full of simpletons that prefer unemployment and a failing economy. Stop forcing normal people to drive through Portland as they travel or move goods north & south. Portland is just a bottleneck, strangling the Oregon economy.
- I do not understand why your options on light rail were unrealistic. It takes forever to get to work from light rail at expo center so there is no way light rail can get me to work in 30 or even 45 min. i would spend almost any toll over having an hour plus commute each way on a crowded train.
- The bridge needs to be higher for ALL river traffic to pass underneath. I think if you would increase the time interval for traffic to merge onto I 5 North, from Interstate Ave, MLK and Marine Dr, Delta Park and Hayden Island, traffic would flow much better. It would create long lines on the streets, but I 5 would not become jammed from all the merging entrances. Also, If you cannot widen I 5 Southbound after the Broadway exit, but before I 84 Eastbound emtrance, why build a new Columbia River bridge that will still cause traffic to essentially be stop and go due to the bottleneck on I 5 Southbound? i am upset about the recent oregonian story about the construction company using an insider consultant essentially lobbying the oregon house and senate to build the bridge, but not registering as a lobbyist.



she could be fined as well as the construction company!!!! and the fines should be in the range of \$100,000. As it stands, I do not see a need for a new bridge that is so expensive. If anything, a high new bridge should be built over the Columbia River to connect I 5 with US Highway 30 around Ridgefield area with a new highway extending to Route 26 near the Hillsboro area.

- I am an electrical contractor and I must carry materials and tools with me to work. Public transportation is of no use to me, therefore some of your questions could not be answered with accuracy. I am not so much concerned about the tolls as I am the amount of the toll; if a proposed dollar figure were presented to the public there might be less opposition. So far I have seen no proposed amount which naturally causes me to feel inclined towards suspicion. I do not think I am alone in this perception. Thank you.
- I live in Garden Home, on the western edge of Portland in unincorporated Washington County. (Fairly close to downtown Portland) To take public transportation to my work place in Vancouver Washington, I would have to walk 1/2 mile to bus stop, take a bus to downtown (on a route that takes forever), change to a bus to Vancouver, change to a bus that goes east but still stops about 2 miles away from my work place. If I walk after being left off in Vancouver because there is no bus service, this trip would take me 2 hours one way. There surely is something wrong with public transportation in Portland that someone who lives so close to downtown Portland is so limited. Of course, C-tran's cutting back in Vancouver doesn't help. If one does not live on light rail, it is highly inconvenient and time consuming to use public transportation. Let's face it, tri-met put all their eggs in the light rail basket and left a lot of places without good bus service especially on the west side of town.
- Washington residents and drivers should pay the tax and toll because they are the ones that abuse the interstate bridge. Every morning for decades I'm stuck in traffic on my way to work because of them!!! Oregonians should not pay any tolls!
- I work at the Post Office 6 days a week from 4-11pm sometimes much later then I go to a second job 6 days a week, both are part-time jobs. I used to take the train from Delta Park when I worked earlier hours, but now I never know how late I will have to work so I can't rely on being able to catch the train back from downtown Portland. I also try to save time as I don't get home now until between 3am and 4am after my second job is over. I used to take the train everyday when I worked my former full time job that was 8-5. I am old enough to remember when the current I-5 bridge was a toll bridge, of course it was much cheaper. I don't know why they ever put a drawbridge on a major Interstate in the first place.
- Finish this bridge
- I am very apposed to the solution that has been proposed. I have been very rarely delayed because of the bridge. The delays in both in my commute to and from work are the I-5, I-84 interchange. This project takes so many resources at a time of so little, with a solution that does not address the biggest traffic concern, and comes up with an expensive poorly designed Columbia crossing. Why if the bridge is so congested, would you not add another bridge rather than a few lanes?
- I really don't think the CRC needs to be done at this time, and also don't think we need light rail added to the cost.
- On the east coast they use a system called E-Z Pass, it may work well here, check into that. Thank you so much.
- I have a reverse commute, so I am hoping that I can continue to avoid traffic on the way to work in the morning (8:00-8:30 am). I am a WA teacher and I look forward to the opportunities that light rail will bring for my students (better access to Portland). I am very excited about the new bridge. I hope that WA can stop being cheap and cough up its share of the money.
- I do not have the option of using public transportation or bike transportation as I must use my vehicle to make service calls throughout the day as a normal course of business. I carry parts, tools and equipment. Passengers are not an option. Light rail is not an option. It does not go everywhere I need to travel and never will.
- Please, if tolls are the only option, keep them at a reasonable level. People have built lives around living and working on different sides of the river and not everyone can just move or switch jobs



because they suddenly are unable to afford the right to travel to and from work. Also, please consider a discount rate for long time daily commuters. \$4-9 may not be a big deal to the casual traveler heading out for the weekend but \$88-400 per month for the guy just trying to earn a living is "highway" robbery.

- I am not opposed to a toll, but the survey tolls seem way too high and way out of line. There are thousands of people who need to cross the Interstate bridge to work and cannot afford that high of a toll.
- If toll is higher than 2.75, I would probably choose to use 1-205 instead. I like to go I-5 though as it seems to take me closer to the Pearl and easily into Beaverton.
- A new bike lane would be wonderful! I am opposed to the bridge expansion and tolls, however, my current commute to Vancouver in the AM & back to Portland in PM is quick, easy and against traffic. I don't want to be penalized with a longer commute because of the traffic from Washington residents who work in Portland. I realize that I use this bridge every week day too to cross state lines & would be willing to pay a modest non-toll fee to keep the bridge in good repair if it does not involve construction traffic and headache. The reasons I don't use the bus are because it costs more, doubles or quadruples my commute time and I often have obligations after work. I might bike more if the bridge access was remodeled (bridge itself fine)
- I am opposed to all forms of tolling, but very low toll fees (under \$1) and/or free hours (such as after 8 PM) would be slightly palatable. Otherwise, I would probably suspend most if not all of the 100-250 trips I make into Vancouver a year, and would cease spending the thousands of dollars I currently do at local Vancouver businesses. Because Portland's downtown is impractical to navigate, I would probably not spend that money in Portland, either.
- I support a new bridge, for sure, but I live in a community that doesn't seem to think that ANYTHING for 'public good' is ever worth paying for! I'm not 'wealthy', so tolls can't be too high..... I DO cross the I-5 bridge quite a bit....probably 10 one ways at least per week....
- There was no option for changing from car to bicycle.
- I'd love to see a new bridge built, as much as I'd really miss the current one. I think something needs to be done, though, since people don't know how to merge to get onto that bridge. Maybe it isn't a new bridge that's needed, but a new onramp from Jantzen Beach? People can't seem to figure out how to merge correctly. Once they get on the bridge, traffic seems to flow just fine....
- If tolling is the only option than please do not build the bridge. The economy will suffer especially for those who drive for business or for companies with fleets that go across the bridge multiple times a day. The best option would be to save up the money to build a bridge that is simple and affordable. This means no light rail tracks and nothing else fancy....when money is scarce who cares about curb appeal! Put the money into building the bridge wide enough for as many lanes as you can reasonable build for future growth....let's do this right ONCE!! Law makers need to look reality in the face and accept the fact that people will mostly drive their own cars over public transportation so please put the money into more lanes for cars. If you need to put in a bus lane than do so but THINK OF FUTURE GROWTH WHEN BUILDING LANES FOR CARS!!
- If I worked in downtown Portland, I would try public transit, but public transit in the Portland/Vancouver area really only works if you commute downtown. It certainly can't get you from west of Portland to east Vancouver in anything like an efficient manner.
- Don't build this unneeded bridge!
- I think the toll is a great idea!
- Those that pay Oregon income tax (whether they live in WA or OR) should not have to pay the toll - there should be enough money to cover their contribution.
- I live in Washington because I love it here. My job is in Oregon. My job is the sole source of income for my family. My work schedule does not allow me to carpool, and the cost to use C-Tran just to get me across the bridge is outrageous. I have no choice but to drive. I get double taxed just for working in Oregon, now people want to take MORE money from me? It feels like punishment because I work to provide for my family rather than sit on welfare. It's wrong and unfair.



- When I worked Downtown Portland I tried to use Public Transit for one year. After the one year I decided that it was'nt worth the trouble for the following reasons: 1. Total transit time is too long, spend too much time waiting for Buses and trains and too many stops. Takes at least twice as long to get to work as compared to my car. 2. Safety/ Security on Buses/Trains - Rude/roudy passengers make the trip stressful. I saw a woman verbally attacked by a CRAZY person for NO REASON, and other such incidents.
- Keep tolls under \$1.00!
- Two things: 1) This survey insisted that I consider my latest trip across the bridge, but that trip was not common. I met a friend for breakfast. My daily commute is nearly always from home to work using the I-205 bridge. Not sure how much my survey answers may have helped this time. 2) It never crossed my mind that collecting a toll was for anything other than revenue. The varying prices and times simply seemed like price/travel mode sensitivity questions. Is it possible that there is actually a link between travel time and toll paid?
- This new replacement bridge is necessary. It will relieve congestion, speed traffic, and allow more travel options. I fully support a toll on both bridges to assist with paying for this project. I also feel some financial relief needs to be provided for business owners negatively impacted by the project.
- Build the bridge large enough for the upstream commerce and future generation !
- We don't need tolls on bridges. I will avoid using them if there are. We like to go into Wa. for various reasons, and would be very reticent to do so in the future, if we have to pay a toll. Especially since it is easy to predict that it will just keep going up, whether the government needed the money or not.
- I'm strongly supportive of the I-5 bridge as I'd love to have the option of light rail in Clark Co (ideally - across both I-5 and I-205!) If I had easy access to light rail I'd likely use it as a major avenue for transportation in & out of Portland.
- You should not toll THE major north south artery on the west coast. There was no intent to do this type of revenue grab when the federal interstate system was built. Back down the project and make the bridge light rail ready. Vancouver doesn't want it at this time. Back down the project as far as interchange improvement. Really we could use a third bridge. How many bridges cross the Willamette in the PDX metro area? How many the Columbia? Does the discrepancy make any sense?
- Bring light rail to Vancouver!
- I am pro toll. But I will rethink my shopping in Vancouver habits. I am for light rail; it will serve those who use it. To build a new bridge without light rail is a disservice to Portland's vision. I am pro new bridge if replaced for safety purposes. However if anyone thinks the replacement will fix any congestion
- I feel like people who live in Vancouver but work in Portland are being punished. I'd love to work in Vancouver, but there are not sufficient jobs in Vancouver to support all of the people of Vancouver. With the economy being what it is and gas prices being what they are, adding a daily expense to the hard working people of Vancouver creates a hardship for people who are just trying to go to work so they can pay their bills and feed their families. These are the same hardworking people who are paying 8-9% state income tax in Oregon because they work in Oregon, even though they don't live in Oregon. Oregon should be using THAT income tax revenue to pay for this bridge in lieu of a toll. Instead, I am being asked to pay a toll to work in Oregon on top of the taxes I already pay to work in that state. Again, I would much prefer to work in Vancouver, and given the option I would.
- I will consider moving to Oregon based upon the final disposition of tolls on the I-5 bridge.
- At-station commuter parking is a critical need. Sometimes I try to use MAX, but the nearest station has NO parking for commuters, and those that do are frequently full, so I can't count on open spaces so I choose not to use MAX. You will not attract casual/social trip users without adequate parking being reliably available at all times of the day. If I could count on that, I would have changed my answers to several of these questions to prefer light rail.
- I believe in funding a project first and THEN beginning it. I do not believe in debt or credit! Raise the money. You're even planning on lightrail when WA has repeatedly voted against it. Do you represent your constituents or not?



- Im struggling to pay for gas to work and back...Please don't add another burden and make us pay tolls every day. This would almost double my commuting expense. I would consider moving to avoid using the bridge if this happens.
- Because I carpool with 1 passenger, I drive to work. When/if I don't carpool with that person, I ride the bus. C-tran has a great commuter bus system to Portland that the majority of people in Vancouver are happy with. The majority of people in Vancouver do not want light rail to come to Vancouver. Keep light rail out of Vancouver!
- I am glad you ask, because I didn't understand the survey method of choosing different methods of driving. So I will explain my feelings now. Most importantly is saving time getting to and from work at a minimal cost. I would pay .65cents each way, if I could save driving time atleast 1/2 hour each way. I also like the express bus. It gets me to work quickly from Fishers landing and back home on the I-5 car pool lane. I wouldn't pay more than I am paying now which is \$8.00 a day for both ways. I will NEVER NEVER, take lightrail if it is put across the bridge. It takes way too long to get anywhere and is a waste of money for the taxpayers.
- The most important thing you can do is decrease congestion and decrease travel time. I would pay \$10 each way if I knew for certain that it would only take me 20 minutes to get from my house to downtown Portland. PS - That article on CRC's indecision in last week's "Economist" was embarrassing for our states. GET IT TOGETHER AND GET SOMETHING DONE ALREADY.
- I'm self employed as a gardener. I work alone, so having extra passengers is not likely to reduce my fee to cross for a job. No toll times would not be feasible. A steep toll would be limiting my ability to have jobs in Vancouver.
- I would use the light rail to get to work, but my vehicle is used for work. In addition, I would car pool, but I work with one other individual that lives in Vancouver.
- I play tennis at the Vancouver Tennis Center 3 to 4 times a week at a cost of \$78 a month. As I live on Hayden Island, I could not use the 205 bridge. The toll would cost the city of Vancouver about \$900 a year.
- Light rail as proposed is not convenient as we live in Mount Vista. We would not drive all the way to downtown Vancouver to park and then hop a crowded train to downtown Portland. If we chose the transit option, we would continue to use the C-TRAN express buses out of Salmon Creek Park-and-Ride to downtown Portland instead.
- You should identify what agency this survey is for. I answered the study questions answered because I am interested in seeing congestion in the I-5 corridor improved and more transportation options from Vancouver to Portland. Not really sure where this information is going and if it will help remedy the massive amounts of wasted time by people trying to get from one side of the river to the other.
- Light rail should extend all the way to the clark county fairgrounds for it to be effective in Vancouver.
- Paying a small toll, for instance \$.75-\$.100, even though it took longer to pay off the construction cost, would be preferable to a larger toll. It would also prevent many of the people that would prefer to use the 205 bridge instead of paying a toll from doing so as it would be offset by using more gas. \$1.00 is a nice round amount easy to budget for and won't 'break the bank' so to speak.
- I rarely use this bridge, and pretty much only do so to go to the Gifford Pinchot or to see friends on the other side,=. The only reason that I would be for the new bridge is if it is a necessary cog in the wheel for the proposed west coast high speed light rail project - I would much rather see \$4 billion of federal money go to high speed light rail. Thanks for the survey.
- The replacement of the bridge is VERY important. It really needs to be done but I do not want a never ending toll. I travel all over the country and HATE paying tolls.
- It's very difficult to fill out surveys that ask me for just one destination. I went shopping and visited at least 7 different businesses. Which one do I choose? Is the Library a business? Nor do these surveys really address carpooling: The trip started off with 2 people, drop one off, do shopping, pick person back up. The survey looks like I went one place, by myself, at a very wasteful cost -- it wasn't.
- The bridge plan as it stands is not worth the cost of it. I do not want to pay for light rail, bus service is better because of cost. The bridge is not being built with enough car lanes, so it is not worth the cost,



and I will not use it if tolls are charged. I believe a lot of people feel this way, so the traffic will just be moving to I-205, which is already backed up during rush hours.

- I think it is ridiculous that the I-5 bridge is being tolled because proper channels were not used to pay for this bridge before plans were set in place to go ahead with it. The public should not be charged for the cities' and bridge's poor planning procedures. If the bridge is tolled, everybody will use 205 and the problem will not be solved, just taking place in a new area. This lovely "state of the art" bridge will be rarely used. I would rather drive further than be tolled for something that didn't need to be done in the first place.
- For 15 years, I commuted Monday-Friday from Vancouver to downtown Portland on the 134 C-Tran bus. The bus was great. Convenient Park & Ride. Perfect drop-off at The Standard. 99.9% professional working class clientele. Hours were a bit too restrictive yet preferable to driving even when rates went sky high. If I had to commute off C-Tran hours, I tried TriMet at Delta Park. I found it frustratingly SLOW!!! As well, there is a lack-of-safety factor that deters me. I am, in fact, against TriMet coming into Vancouver because of the riff-raff that is allowed unrestricted access. I no longer work in downtown Portland. Due to persistent congestion, I avoid going across the I-5 bridge. I use I-205 whenever possible and consider the I-5 bridge a barrier to visiting family and doing shopping in the Portland area.
- This project is truly a joke! Have any of you traveled this freeway during peak hours? Especially going to Vancouver? If not I would suggest you start. You will see that expanding the bridge will not improve the current situation. I believe money for sure could be spent better in other areas of both states!
- I strongly support a new bridge. However, I do not believe tolls should be part of funding the new bridge as it will place a disproportionate burden on Clark County, Washington residents.
- The only part of the CRC I oppose is that living in North Portland, I would oppose having to pay tolls to visit Hayden Island or the Delta Park area (my local shopping centers). Otherwise, I believe that an improved bridge facility is vital to relieve congestion through all North Portland.
- We totally support bringing light rail to Vancouver. It would revitalize the core and be very convenient.
- I think that any tolls should be flexible based on the travel demand of the specific time and direction. For example, I travel opposite the flow of traffic, so there is low demand, so there should be little to no toll. Moving in the flow of heavy traffic, there is high demand, so any tolls should be applied at a higher rate.
- I use the I5 bridge mainly when I'm traveling for recreational reasons. I use the I205 Bridge for recreational travel and travel to medical appointments. I am strongly in favor of improving the travel options over the Columbia River.
- we are looking forward to a new bridge across I-5 to Wan & hope the toll will not exceed \$5.00
- This was very enjoyable and hope you send me more surveys regarding Columbia Crossing. I am excited to see the bridge unfold. :)
- Please don't price us out of an affordable trip with the toll costs! Many of us work in Portland and do not have arrival/departure flexibility due to the nature of our jobs.
- I appreciate that you are asking these tolling questions. I think the scope of the bridge should be reduced to a level where tolling would not be necessary. We Washington residents that work in Oregon already pay taxes to Oregon to supposedly cover our use of their public services (including roads). Now we are going to be expected to pay a toll to work in their state in addition to paying taxes? I would commute by bus (employer-subsidized, by the way) if options were more convenient. Currently, C-Tran drops off only downtown Portland - it takes another half hour for me to walk or take the streetcar to my office, which is unacceptable. And walking back downtown to catch the return bus in the dark and the rain is untenable. Similarly, riding the light rail is way too slow since it stops so often on Interstate. Perhaps if there were an express, I would change my mind.
- I feel it is unfair that those who live in Washington but work in Oregon must already pay Oregon income tax and additionally be charged a toll to go to work while they do not get to vote on any



Oregon policies. The income taxes that Washingtonians already pay to Oregon and the sales taxes that Washingtonians already pay to Washington should be used to fund the bridge. Having a toll will 1) decrease the flow of commerce between the two states, and 2) the I-205 bridge will just get more congested with those avoiding the tolls in I-5. If there must be a toll (and I am against this), it should be a more reasonable \$0.25 per day (round trip).

- I'm opposed to tolls because people like me that work in Portland usually don't make enough to support such a system...it would mean several hundred dollars every year that I CAN'T afford. I take I-5 now because it's a straight shot from my home to work, but I've already worked out an alternate route using I-205 and I'll use it even if it adds another half hour or more onto my route. It may use more gas, but it'll still save me money. The I-5 side of Portland will see less of my business and I'll just find alternative places to shop on the Vancouver side of the river or over on the I-205 side. My parents will do the same. The bridge plan itself is flawed because as far as I can tell, there's no provision in the height of it for when the water levels are high like we get EVERY SINGLE YEAR...how are barges supposed to get underneath a fixed level bridge when the river's running high? They're stuck and it'll bring the river commerce to a screeching halt. The proposed height was researched poorly because it doesn't take into account the height requirements for the local businesses that float huge, multimillion dollar projects down the river...it doesn't take into account that in less than 10 years, the congestion will be just as bad, due to population growth. There's not enough long term thinking involved in this project and the engineers should be ashamed of themselves for wasting so much money and so much time on a design that's not built to be adequate for the next 40 years...once it's in, it can't be replaced so quickly, and I'm not supporting a [bad] design. I don't have a problem with the light rail so much, as long as they post REAL cops at the Vancouver transit station to keep the crime in check...but I'll likely never use it because it takes too long to get anywhere with it.
- I have travelled the east coast and am familiar with tolling. I think a reasonable toll (i.e. less than \$5) is much more likely to be accepted than the \$9 option. We're unused to tolls here, and to have our first experience be a \$9 whopper would present quite a bit of sticker shock.
- Bridge height needs to be increased or I could end up losing my job if my employer is forced to move.
- The bridge should be tolled, but for a reasonable cost. Anything greater than \$3.00 round trip will start to get to excessive for the normal commuter. Thanks!
- Build it! PLEASE!!!
- \$5 gift card added cost to a project that has already spent hundreds of millions of taxpayer dollars and the bridge has not been voter approved. Fix and repair the existing. Do not need light rail, buses are efficient for cost. We lack funding. I am tired of paying for projects for those who do not pay.
- Please consider those of us who drive for work and need to haul cargo. Not just large trucks, but passenger cars hauling small items to be delivered around town. I have no option to use public transit because of the nature of my job. I'm sure there are many others like me.
- I still believe that a tunnel instead of a bridge would be a better solution. Advantages: No restrictions on a height. No problem for upstream business. Nobody jumping from the bridge to commit suicide. No bridge piers to blow up by terrorists. A tunnel boring machine just happens to be nearby in Seattle. The steepness of the approaches could be less than for a bridge. Disadvantages: A little more creative work needed for the approaches to and from the tunnel. Possibly a little too much "out of the box" idea for narrow minded, uncreative politicians.
- We need light rail to Vancouver!
- I would like to say a NEW toll bridge... not the I-5 one being a toll. I believe interstates should be free... so I think a new bridge should be built with a toll leaving the small crowded I-5 bridge as is... I think lots of people would pay a toll to cross faster... but there still should be the option of crossing on the Interstate for free!
- The CRC project should continue as proposed. I support the use of tolls as a companion funding stream. The proposed funding plan strikes a balanced formula for funding a project of this nature. Would I prefer not to pay taxes, fees, and tolls - of course. But that's not reasonable nor realistic. There must be a means to fund community infrastructure and public services. It's my civic responsibility to



support this principal via reasonable taxes. By paying tolls, I reduce the tax burden for non-users and pay my share of the benefits I realize as a user. This principal is what brings fairness to the proposed funding formula.

- I would assume the light rail scenarios in the travel options section included wait times to transfer to bus service if the destination is well beyond walking distance from the last LRT stop. If not, not sure how you plan to use that bit of information. Otherwise, I am glad to participate and I fully support LRT!
- Save the \$5.00 for paying for the bridge! Every little bit helps.
- The whole project has been, and will continue to be, a boondoggle. Only the politicians, except for Rep. Herrera, and corporate lobbyists want the CRC built. The taxpayers are getting stuck with the already exorbitant costs that in my opinion, are suspect, due to the "private" accounting practices of the construction company who first scoped out the project. The good ol' boy network has been alive and well through the whole process in that politicians and their corporate supporters will benefit but the middle class will suffer. The residents of SW WA should be given the opportunity to vote on the issue and not be told by some disconnected appointee from Washington D.C. and state politicians to "just accept it and move on".
- I often wonder why money was not set aside over all these years for replacement of the bridge in the future, rather than spending on other projects. (ie-bike paths, pedestrian bridges,)
- I've lived in the portland area all my life, my parents have already paid for the I-5 bridge through a toll. Worry about like New York, who have paid for their bridges already, and people are still paying a toll. Then again for people who cross for work or business this is going to be a huge impact on them. In my case it is more leisure, but sometimes work related. If I had to cross every day and pay, I'd definitely change my ways or not do business across the bridge.
- I think I entered the info re: trip backwards. My home is in Oregon and I go to Vancouver 1x every 6 weeks to get a hair cut @ Textures on Mill Plain
- pay attention to the interchanges close to the river; too close- trouble. move them back a couple miles.
- I do not support this bridge project at all. Adding one or two more crossings would be ideal for the taxpayers of both states. That is the only solution that would fix the I-5 traffic problem. Portland has such a messed up freeway system and nothing will fix that. So adding a bigger bridge (CRC) will only make matters worse. Spend some money re-aligning the rail bridge so there won't be as many I-5 openings and that alone would stop much of the delays. This project as designed is a nightmare and will only worsen the traffic for up to 10 years. I do not support the CRC.
- The I-5 bridge definitely needs to be replaced. However the citizens of the area again are paying the price for the planners failure to plan for the future. There are 2 persons in my household that must cross the river to Oregon to work. WE have no choice, there are not employers in Clark County that can support what we do. To add \$10 per day to my household budget is \$200 month. This is not a negligible amount. I have zero flexibility in my commute in that I must have my vehicle for work as I report to different locations during the day and respond to emergencies. The planners of Portland must accept the fact that not everyone can ride max (which is unsafe and I would never let my children ride it unsupervised and this I know first hand) or ride a bike to work. I must haul supplies that I need at any given notice to work as does my husband. We pay taxes to the state of Oregon and receive no consideration for it. Pay for the bridge off the taxes Clark County residents have been paying Oregon these past years and give us a break. Clark County is one of the highest tax paying counties in Oregon, yet we get no consideration. I would also still be an Oregon resident if the schools were better and housing was affordable 15 years ago.
- Please ensure that the project provides adequate capacity on I-5 for the long-term future. Additional lanes can always be used in a flexible way, but if they are not built now, they can never be used. A 10-lane bridge is not an environmental catastrophe, it's an opportunity to implement innovative transit and travel demand options far into the future. Don't underbuild this crossing!
- The traffic caused on the 1-5 bridge is from us who live in Vancouver. All of us going into Portland in the morning and all of us leaving Portland in the afternoon. I would rather have some sort of tax



increase (minimal amt) that all of us would have to put into. If Portland and Vancouver could meet in the middle it would seem to be the best. The new projected bridge needs to be at the right height for Barges and Ships as well. Hindering Business in Vancouver would be ridiculous.

- The CRC is the most expensive boondoggle project I can remember, and it looks like the massive misuse of money will continue into the indefinite future.
- Do not do the MAX it will just bring the rif raf over Build a third bridge on 192nd over to OREGON leave the other bridges as is.
- You really should include an "I would not make the trip" option as one of the answers compared to the other 5 or 6 options.
- Appreciate you work. My opinion is that the only way you are going to improve commute time is to lower the number of commuters. Improvements to the bridge does not address the other problem areas in the freeway system. In fact I believe tolling by itself will improve commute time, not a new bridge.
- I already pay \$10,000 per year in OR income tax to sit in bumper to bumper traffic very afternoon. Stop taxing Vancouver residents to pay for your mismanagement of funds, or better yet give Portland companies incentive to move into Vancouver, or create work from home programs.
- Our state cannot afford to build the bridge, especially with the light rail. Poeple in this state cannot afford to have more and more taxes put on them either.
- I highly enjoy walking across the bridge and hope that option is not removed in the new plan. Actually, I am more likely to walk or bike for the route I described rather than drive (in good weather.)
- We need to have a new bridge and we do need to have the light rail. I am all for it! I drove to work down I-5 to Swan Island for almost 5 years and it was always a tough drive.
- If toll is charged I believe a round number i.e. 2.00 or 3.00 is preferable, also would the toll be both directions or one direction. This was not stated in your survey. This would make a difference in preferred cost, to the driver. Please review the study of the Tocomo Narrows bridge, were they do collect toll, however not electronicly for pricing. They charge for one direction only.
- I still dont understand building a new bridge that only has 3 lanes each side north and south...?
- I consider bigger bridge as important for interstate commerce.
- Many of the trips to Vancouver would be made by walking or biking. Currently, I find it very uncomfortable to cross the bridge either by foot or bike because of the very narrow walkways.
- I believe that to prevent over congestion on the I-205 bridge, which is already pretty bad, there should be a toll on that bridge also. Perhaps that toll could be less, but it will be necessary anyway. I would also suggest that the toll be put into place sooner than 2015 both to begin collecting necessary funds but also to establish the "tolled" mentality prior to opening the bridge. One other thought would be that each car be given 4-5 free passes to accommodate travelers visiting Portland or just passing through.
- If it was a question of building a bridge where none existed then a toll bridge wouldn't be so objectionable. But to ask me to pay for a trip that has been free for over 6 years is unreasonable. I apologize for accepting a job in Portland and living in Vancouver. If the housing and renting costs in Oregon had been affordable or there had been comparable employment in Washington then there wouldn't be an issue. I pay state taxes in Oregon and sales taxes in Washington. The public transport system is miles from my house and would require several transfers that would increase my travel time by hours and would put me out on the streets alone at late hours and in inclement weather. How is that desirable? What is the point of being a tax paying responsible citizen if you're just going to gouge people even more? State tax, sales tax, property tax, mortgage tax, insurance, federal tax omg, now you want more?!
- The light rail should be extended into the North County area. Like the original proposal of the Fairgrounds. If it was then more North county residents would be willing to use it. if it just goes into Vancouver, but you expect everyone to pay for it..... The coast guard have stated they will not sign off



on the bridge plan at any height less than 125 feet. So why are you wasting time and money considering any heights less than 125 feet? Don't you have any engineers on staff?

- -Any I-5 Tolling should be set up for the Vancouver/Portland "metro" area, not just a particular bridge crossing. -Video tolling has too much operational overhead. -The area needs an alternate bridge not just a huge replacement bridge.
- Please make certain the MAX line goes across the bridge to Vancouver. I drive between my home on Hayden Island to my work in Beaverton many days each month and the traffic of people from Vancouver who work in Portland is HORRIFIC! If MAX was available I believe it would improve.
- I think the 3rd bridge option is more important than tearing down the I-5 bridge. the new purposed bridge looks blah, and the current bridge has been a personality and is somewhat of a landmark to the Washington side of the Columbia River. The tolls purposed are way too high. Your talking about \$18 for a daily trip. That is just under what a person makes for two hours work at minimum wage. If you take a person who works 6 Hrs a day, you have just cut them down to 4 hrs pay for 6 hrs work. That may be fine for the big wigs in corporate cars and limos, but for us people who are just trying to survive paycheck to paycheck, that is a lot. If I had to cross the bridge for this stupid tax every day, that would be \$360 a month. At my job I bring home approximately \$470 every 2 weeks, working 16 hours per week, before taxes. Are you purposely trying to kill businesses? a lot of the revenue that Oregon gets is from Washingtonians. And Oregonians come up here to work to get away from the state income taxes. Take away these things and neither state is going to be the better, just because you want a new bridge and expensive taxes.
- if Vancouver does not want the light rail which is only for their benefit, then build the bridge without it. we need to get this bridge built before we lose our funding and waste more money procrastinating about this project. a drawbridge on an interstate highway in this day and age is unexceptable.
- I firmly believe in a 12-lane I-5 bridge and think it should be free. If we need money to pay for the bridge, institute a 5% sales tax in Oregon, increase the income tax in both Oregon and Washington and bring the state of Oregon out of the 19th century. I am seriously considering moving from Portland -- which is my longtime home -- due to traffic problems here. I use 1-5 almost daily though I usually don't go all the way to the 1-5 bridge. That's a question you didn't address. A lot of people go from downtown to North/Northeast Portland and I-5 is a huge mess compounded by taking away alternate traffic lanes on surface streets (Interstate, Williams, Vancouver, etc.). I used to bicycle a lot but I can't anymore due to disabilities. What are we supposed to do? Stay downtown a have cocktails until the traffic clears? This town is ridiculous sometimes and Joe Cortright is a menace.
- I think it is important for people to realize I-5 is an interstate that runs through three states. This is NOT a local issue. My chiropractor, accupuncturist, exercise class, grocery store, clothing stores, recreation, art classes and stores, are all in Portland. As a teen, my family drove from N. Calif to Seattle for the World's Fair. I remember stopping to pay a toll when crossing the Columbia River. My husband and I have lived back east and used the toll roads all the time. We are retired and thus have a limited income but we can plan our trips to Portland. I usually make many stops on each trip. If we had better light rail access in Vancouver, we could use that as well. We do not have good bus access where we live.
- Did I miss what the cost of the Transponder would be if I had to purchase one? In 2011, I took the Vancouver Express bus to downtown Portland to avoid paying for parking. The time and gas it took to get to a Vancouver commuter station was almost the same mileage as driving to Portland. By the time you wait for the bus and drive home, you haven't saved time or gas money. I sincerely hope if we do allow light rail, that we make it an express, with perhaps 2-3 limited stops to downtown Portland. I took Max the other day, and you stop so many times, there is no time savings to bother with it.
- The current bridge design is too low. As a structural engineer, I don't feel that the project is a success unless it meets the needs of all users. Blocking river traffic is short sighted, regardless of the percentage of traffic hindered. The project should be redesigned to accommodate all river traffic. The added expense now will be repaid by economic opportunity in the future. We should not limit the future use of the river to save a relatively small amount of money (in terms of total project cost) now.



- Enjoy the potential of light rail for 1/week work days in portland, shopping & dining along max line & occasional trips from pdx. Come on Clark County!
- I don't want a bridge that impedes business. This bridge is too low and Vancouver does not want light rail into Vancouver.
- I used to take the bus occasionally when I worked downtown. Now I work on Swan Island and it is not convenient. I don't like to transfer, especially in the winter. Also, 3 nights a week I leave work and drive to the Multnomah Athletic Club to work out and don't leave to come home until approximately 9:00 PM. It is not convenient to take transit from work to the MAC, nor from the MAC to home at 9:00 PM. Also, because of this I can't car pool. I'm stuck driving...
- I currently drive 2-3 days on 205 and the balance on I5 Bridge.
- Stop jamming light rail down our throats! Tolls are not the answer either.
- Sunday isn't my usual travel day.....ordinarily I travel over the I-5 bridge on Fridays and sometimes on Mondays. The traffic is absolutely horrible on those days and I dislike it intensely. Please consider continuing the Max to Vancouver and when the bridge is built it should NOT be a draw bridge and have enough lanes to accommodate the traffic load. This bridge must happen!!!! Thank you for listening.
- tolls should have been started 10 years ago the government has known this problem for a long long time----shame on you
- I support light rail as part of the CRC but would rarely use it myself - it is too difficult to make connections from my home in Washington County to downtown Portland and then to Vancouver and my workplace which is 1.5 miles past the end of a bus route. Using transit would take me 2+ hours to travel the 18 miles that I can do in my car in 30 minutes.
- My issue with the CRC is not the tolls. My issue is the fact that no matter how large this new bridge is, there will still be congestion. If there were only 2 bridges across the Willamette River in downtown Portland, there would also be a congestion problem. I truly cannot believe that intelligent people cannot understand that fact and come to terms with the need to build a third or fourth bridge. My other issue with the CRC as planned is the devastation it would do to downtown Vancouver, Hayden Island and the historic Reserve. A hulking parking garage as the first thing a person sees when they cross the bridge screams, "poor white trash". Or maybe "Vantucky".
- This project is a terrible waste of taxpayer money. It's awful for the environment. And it's been shoved down our throats when there are much simpler fixes that aren't being considered. It's unconscionable that we should do this project at a time when basic services are being slashed. This is one of the most disgusting displays of self-serving political cowardice I've seen in Oregon. Taxpayer money has been shoved around to pay people off and buy their silence if not their support -- absolutely shameful. If you build it, it will forever stand as a monument to when we lost our ability to think about the infrastructure in a progressive way.
- Strongly support construction of new I5 bridge - in this day and age it is ridiculous to have a lift bridge on an interstate freeway.
- Prior to 3/11/13, I was travelling to/from work via I-5 5 days a week with two young children who attended daycare next door to my work in Portland. I've now moved the children to daycare in Vancouver, closer to my home. The daycare is closer to I-205 and since I no longer qualify for the carpool lane, I use I-205 now. I used I-5 yesterday because I wasn't picking up the kids and there was a traffic jam on the Marquam bridge, which guaranteed that traffic on I-5 would be less. I need my car for work and to leave early if the kids are sick. Thus, carpooling or public transportation won't work for me. I would use I-205 before adding tolls to my expenses, especially since I might cross the river during the day as a part of my work day...receiving extra tolls. No thanks. Having tolls and affecting my income may cause me to change jobs.
- I understand the need for tolling, and would love to see a new more functional bridge in place. Something with more lanes, and that doesn't have to be lifted for boats would be amazing. But to put a toll on that bridge was affect families like mine greatly. This survey only asked for my most recent trip, so let me give you a clearer example. I live in Portland with my two sons. My oldest is 16 and has



severe depression. My youngest is 7 and is autistic. Because of their conditions, I am unable to work. My wife works in Portland, but she lives in Vancouver in her parent's house. Her father is elderly and disabled, so my wife helps her mother to take care of him. She is working a part time minimum wage job so she can be available for her father. I get child support for my oldest son. Between the two of us, we are a family well below the poverty level, like many other families here in Oregon. We often don't have enough money for food, and have to rely on food banks, and the occasional generosity of my mother-in-law. We make that trip between my house and their house many times a week to see each other and spend time together. That is something we will no longer be able to afford to do on the new toll bridge, because the cost of those tolls, no matter how much they are, will rack up quickly for a family like ours.

- There needs to be at least 5 lanes for vehicles in each direction on the new I-5 bridge, or it will just be a huge waste of money. Knock it off with all the damn mass transit. Most people can't waste time making multiple transfers getting to and from work. I did it one time; it took 3 hours one way. I will never do it again. It seems like the current plan for the I-5 bridge is a big boondoggle for the general public, in favor of mass transit special interests.
- How about building a tunnel instead of a bridge? No overhead considerations and could be built in stages. The British and French tunneled the English Channel, which is much more formidable.
- I would only support this bridge if it is a toll bridge. I'm tired of paying for Washington residents to come and take Oregon jobs and clog our roads and parking lots. Maybe if it cost them something to drive here, they would shop on their own side of the river, and consider other options such as mass transit. They drive up Oregon's unemployment rate and the money spent here doesn't stay here since most of the shopping available here is from outside corporations. Oregon residents have to plan all of our transportation around thousands of Washington drivers, and it gets old. It is old. Oregonians shouldn't have to pay for bad Washington development and urban planning.
- Absolutely opposed to ANY light rail option on this bridge. Build the bridge already and move on. Stop trying to shove light rail down our throats.
- There has been nothing to show the need to replace I-5 bridge and the "new" proposed does not have additional lanes for traffic. adding light rail will not help with traffic as rail does not go where the people need. Clark County has voted several times to prevent light rail as it does not go where the population is located. Charging tolls is an economic harm added to Clark County workers primarily, Or workers will not have the additional cost. Wa workers already are charged a surcharge to work in Or to the tune of up to 9% of income in the form of Ore. income tax and a toll would be too additional expense. Eliminate the Ore. income tax for Wa residents and maybe there would be more support, as it is the costs are too high with income tax and now tolls. PROVE the real need and increase the number of lanes (maybe build double decker bridge to double the road capacity).
- We NEED a new bridge, that is not an option any more. No more bridge lifts!
- Please tell me when i can make comments on the whole concept, in order to finish contributing to this "survey". Now would be ideal, soon would be good. Thank you! i want to hear back from someone who will listen to my concerns, and i expect i will, soon-- because, otherwise, this exercise is a waste of my time, much as the whole pre-planning process has been wasted time and money already. Talk to you soon! thanks/best
- i would love to take light rail from downtown vancouver to portland
- Although I don't use the I-5 bridge very often, I do believe that it needs to be replaced in the very near future.
- I feel a toll is probably a good idea, but like most people I don't really want to pay it. I don't work anymore, but when I did I crossed the bridge every am and afternoon. The working person is going to have a big toll bill unless they can get a discount for having to cross so many times.
- Forcing a toll on limited options to cross the river is clearly extortion.
- I have strong concerns that the final bridge will be tall enough to accommodate the Corp of Engineers dredge and the industry requirements for businesses located up river.



- Our "leaders" need to look towards the future and provide for it now. The CRC will benefit everyone--more jobs, less congestion, safety, less pollution.
- I hope that this project gets underway as soon as possible, once they solve the clearance problem so that it's at least as high or higher than the current bridge lift allows. I think the tolls should favor multiple passengers, use technology whenever possible, and be about 75% of the average price of a gallon of regular gasoline. Practically all of the Columbia River Bridges have had tolls on them until paid for, except I 205, so that should not be a problem. Can we please have a design that is spectacular, so that future generations can look back and thank us for forward thinking!
- If you want to have tolls let the Walsh construction scam company build the bridge and road alternative with its own money and operate it as a business not government acting like a business. Hey how about a tram to OHSU. We pay 60 million in taxes for it and they charge us to use it after we pay for it to "recoup" their costs. What? whose money is it and who gets the recouping? not the tax payers ever! take this stupid toll bridge idea and shove it. Use the gas tax the way it is supposed to be used. I even like the old bridge as an antiquity. I like to walk and bike it. I have designed a below river level elevator with locks to lower the water level below the bridge to shut down the draw bridge permanently and let the existing road go on with a seismic retrofit. Water flows out of the below grade coffer dam locks by gravity just by a pipe below the water level further down river. The new bridge is rather featureless like the I205 bridge as if the freeway/ toll way just continues. Not everyone is going to want one of those toll things on their cars so there will be a diversion area to collect tolls and once the state of Oregon has that system any road will have tolls or all. I will fight it.
- I hope light rail is included in the final design of the CR Crossing. I use light rail most times when I visit Portland, and always when I take Amtrak to Portland to get to the airport. I think more light rail options will benefit the metro area in many ways.
- Please consider tolling both bridges until construction costs are paid. This spreads the cost across all commuters and balances the traffic flow. Tolling only the CRC is a recipe for traffic gridlock!
- Consider a tunnel UNDER the river instead of a surface bridge. i.e. NYC
- Let's get the bridge, complete with light rail, started. Time is wasted going over and over this. No one plan will satisfy everyone. We cannot ignore this any longer without sacrificing quality traveling between our two cities, to say nothing of safety issues and increase in interstate commerce.
- Maybe building a third bridge instead of replacing I5 might be a good idea. Either way, the light rail needs to come to Vancouver.
- It is very easy, via either I-84 or Route 14 (on the WA side), to toggle back and forth so that any toll bridge (such as I-5) can be avoided and a person can use I-205. It is only a distance of less than 10 miles. I-205 was built without needing to become a toll bridge. And I-5 should be repaired or replaced without the need to make it a toll bridge. Making it a toll bridge will force most of the traffic onto I-205, creating worse traffic jams at rush hour. Who ever came up with this bad idea?
- In spite of the fact that I do not travel into Portland very often, I am strongly in favor of the Columbia River Crossing. I hope a light rail is part of this project. Adding the light rail between the Expo station and the transit center at 99th Street would be wonderful.
- I am totally against the light rail portion of this plan. I am also against the large toll amounts proposed because a lot of folks travel to Portland every day for work - the toll would eat up a sizable portion of their pay check.
- I wanted to finish expressing that light rail is an option that is too expensive and I do not support. Why build a bridge with the same number of lanes?
- Please build the new bridge as quickly as possible, but without tolls!
- How about have discounts for those who have to travel across the bridge for employment reason (several times per week)
- I do not support the current bridge project and oppose light rail coming into Vancouver. While once I used to support the idea of a new crossing, this bridge project is 10+ years too late and costs have skyrocketed from original projected costs of many years ago. I feel because of these delays which are not the fault of the citizens that now people are unfairly being singled out to pay the outrageous costs



of this bridge through biased tolling practices in an already meager economy and will greatly hurt many people financially who are already struggling day to day. Presently I feel this bridge project should be dumped as no real worthy benefit will be accomplished and will only hurt the citizens of Clark County at great cost, and I don't support light rail being forced into Clark County against the already known will of the voters. My present feeling is that instead we should explore a potential third crossing where bridge construction costs can be kept lower with fewer lanes instead of replacing the present I-5 bridge.

- New Bridge needs more TRAFFIC lanes, and NO LIGHT RAIL
- I think the bridge should be built including light rail for the sake of progress and reduced congestion for the future. I would love to have light rail to get to downtown Portland. Now I only travel to Portland when I know I will not be in rush hour traffic.
- If Oregon wants to continue getting revenue from my shopping/dining experiences then they will find a way to fund this bridge without a toll. There are places here, in Washington, that I will spend my dollars if I have to think about it costing me money every time I cross the dang bridge!
- the bridge itself needs upgrading, but the major traffic congestion and bottle neck is the rose garden area. all we are doing is making it easier to get to rose garden conjection no tolls what so ever, i have a good to go and that seems to allow narrows bridge increase tolls when ever, plus the company that runs good to go sucks no light rail in clark co, unless ridership pays at least 50% of cost!!!!!!!!!!!! i a sales guy and public transport wont work look at travel conjection on semi-holidays, veterans, president days etc. public and banks closed and traffic for us private workers is simplier. Make govt employees use what they want private employees to do, you guys get out of cars and set public transport example, then you will change opinion of conjection no new bridge, stop wasting my money, the more \$ is continually wasted the more opposed we get !
- with regards to all the toll questions. if the toll was 50 cents or less i would probably use the bridge. otherwise the 205 is close enough to cross for free
- Just get it going. if the toll is to high and unreasonable I will stop traveling to Oregon or I will just take 205. If you toll 205 then my trips to Oregon will probably drop considerably. I don't think the problem is the bridge, but the freeway on the Oregon side of the bridge. Widen those lanes where traffic bottlenecks. you can build a new bridge all you want, but if the bottleneck doesn't change then it wont matter.
- When using public money it is extremely important to justify need when imposing fees and/or taxes to replace what is already there. Look at an adjoining or adjacent location as has been done in other cities to clearly demonstrate added benefit as communication to the public has blindly expressed a wish list of desired additional amenities but clearly, have not demonstrated a critical need to the majority to warrant such a replacement.
- The main reason I leave 30 minutes earlier than I would have to, in order to get to work, is there has been enough occasions where there is a bridge lift, traffic jam, or something happening on the I-5 corridor bridge that without leaving 30 minutes early I would be late for work which is unacceptable. During these times, I am able to usually redirect to I-205 taking 1 hr 20 min and getting to work on time. I am not willing to pay over \$1.00 each north and south commuting to get to/from work.
- I do not think we should have light rail or tolls.
- Thanks for putting together a great survey, looking forward to improvements on I5.
- I think a study needs to be done (a quick one) to show what the increased costs are going to be if the this project is not approved this year. It would show costs for a one year, two year and 5 year delay. I would also state what are the increasing risks for bridge failure if not done now. btw costs should include travel time delay now and the next few years as opposed to after the bridge is built. I think of the Minnesota bridge failure. Public transportation costs are seldom self sustained But the other savings to natural resources, environment, transportation options to the less fortunate and less chaos on roadways are real!!! Some of Vancouverites who are against public transportation remind me of the residents of San Mateo county in Northern California who chose not to have Bart run thru their



county. It hurt many people downstream from San Francisco. They were short sighted and just selfish!! I wish you success in getting the funding to complete this very needed project.

- How effective would it really be to send a bill to the registered owner of a vehicle? How would you enforce them paying it? What if a friend borrowed your vehicle and you got a bill for it? That won't set well with a lot of people. Tourist driving through would need a brochure about the toll as they may not realize that they will get a bill. I don't mind paying a toll to get some relief of the congestion, but to put a \$5 toll going one way would devastate a lot of people who barely can afford things now. The toll should not be more than \$3 total round trip. It wouldn't be worth some working if they have to pay \$10 a day to go back and forth to work. I-205 would become a nightmare as well because people do not want to pay that kind of toll and they would go that route verses paying. I think if it's 65 cents to no more than \$1.50 the blow might not be that bad. If it's more than \$3 round trip you will hurt those who are barely making ends meet.
- I am STRONGLY opposed to tolls...since we were promised there would be no tolls. I am also opposed to wasting the money on Light Rail since it has been summarily rejected by Vancouver Voters...and the savings in costs would be better spent on increasing the lanes each way to 5 (3 lanes each way is NOT an improvement!!!. Also removal of Light Rail will not adversely impact river traffic. If CTRAN ran express buses between Vancouver and Delta park Lightrail with more frequency...it would alleviate ANY consideration of extending light rail to Vancouver. Also should Light rail eventually be made to come into Vancouver it could be done via a tunnel. I also think that some money could be spent on keeping and updating one span of the existing bridge...and make it 1 lane each way and use as a "Business Loop" for people who need to go to Downtown Vancouver/Hayden Island thus..as it was done in the 60s-70s. This would allow people who are not needing to go into downtown or Hayden Island to travel farther and faster. (Say pick up at 4th plain and Delta park for the bridge termini) The remaining bridge could also be utilized by bus transits. This would still require a draw bridge for the "business" crossing...but lessen the impact on the main through way. I also had suggested we consider putting in a 2 lane bridge...akin to the Rainier/Longview one between Ridgefield and Hwy 30 for truck traffic going into NW Portland Industrial area...which would also cut some of the load on the I-5 Core. Ofcourse this is going to be met with opposition by the mass transit fanatics...and the politicians...but this makes a hell of alot more sense.
- If the CRC toll is too much I may be forced to retire and seek other employment I have worked for my employer for 36 years and am not old enough to retire.I need 4 more years to get any part of my retirement. This will cause a financial hardship for me but I guess I will do what I have to.
- i know many other major cities have tolls and that the price of construction projects and road maintenance is expensive and lacks funding. a toll however would motivate me to move across the river since i no longer work in WA (even tho i like living where i do).
- Toll should be charged on I205 as well. The bridge needs to be tall enough for all current river traffic as well as future planning for river transport. There should never be a question if it will meet height standards. build it the high like the I 205. The current design does not reflect any thought for beauty for a prominent crossing. Too bad
- I will not use or pay a toll on a regular basis unless it is limited to \$2.00 or \$3.00. More than that is too much for a regular commuter.
- I have tried to find a commuting partner for years. The only reason I commute to Vancouver 5 days/week is because my supervisor requires it - even though I could do so less frequently. Also, the VA should be able to allow us to use "flex" scheduling which would allow us to work a certain number of hours/day and report in within a certain 'range' of times - this would help to alleviate crowding by staggering commute times to and from the facility. Also, my job requires flexibility because I work in the field. Must use a government vehicle for work, but none is available in Portland, nor is there parking available there. So government car must go out of Vancouver for field work on both WA and OR sides, but car must be returned to Vancouver daily. Since the VA requires this, they should share in the expense!



- Our wholesale food business operates five delivery trucks in Portland & Vancouver. Each driver will cross the bridge at least four times per day , six days per week. These high new costs will probably causes us to shut down a 27 year old business.
- If the toll was \$1 for 1 person and \$50 for motorcycles/carpool, I'd have no problem with it. I'd want to be able to use my transponder in whatever vehicle I was using. Also, that said, due to the fact that I live in East Vancouver and commute to downtown Portland, the trip is about the same via 205/84 as it is on I-5.... the only thing that determines which bridge I cross is the traffic on each route.
- Anyone who was in the monumental traffic jam that I was in today could clearly see that the answer to the mess we have extends far beyond light rail and bikes. Without the addition of increased automobile capacity you have wasted the tax payers time and money, and simply put a band-aid on a trauma wound. Get some balls!
- Just build the bridge already, these "studies" are increasing the cost dramatically. We all know we need it whether we like it or not. the economy of the region needs it. It would be a major mistake to build the bridge without light rail. without light rail I would have issues. I would use transit much more often if we had light rail in clark county. Light rail should also cross the 205 bridge, just common sense.
- I mo problem paying a resonable toll. I do think that multi-passinger vehicles should pay a lower toll. I don't think the toll should exceed \$2.00. I don't want this project to be paid for and the have the toll continue to other projects.
- The bridge MUST be redesigned to accommodate all flight patterns, river traffic and height allowances, mass transit and Hayden Islands needs. It has been too quickly pushed thru without taking in considerations for ALL needs.
- One of the major deterrents to using light rail from the Expo Center or Delta Park is the I-5 bridge. Once you're over the bridge, the worst of the commute is over, so it is very easy to stay in your car and drive into Portland. If there were no congestion at the bridge, I would use light rail 95% of the time. Now I use it less than 50%.
- We really need the improvements to this bridge for the economy, for safety. I travel into Oregon from my home in Washington for family, fun and business and it's never a commute. I'd take light rail everyday if I worked in either downtown Portland or Vancouver and lived in the other state. Thanks.
- What good would it do to have light rail, because I'd still have to find a way to get to my job? (one mile west of I-5).
- No tolls. The only car pool lane is north bound on I5 is a real PIA. It should be removed or added to all major road in/out of Portland. Again WA residents are tax and targeted by OR.
- I did not know the Columbia River Crossing was going to be a toll bridge. I'm not opposed to toll collection, it would probably alleviate the congestion on I-5 North at peak traffic time as some people will use the 205 instead.
- In my opinion,tolling the I5 bridge will put an added expense that I can't afford,I already pay an Oregon State income tax and get little for it.The amount I pay in taxes,considering I use about 5 miles of road is all,should more than pay my share of a bridge toll,Maybe if Oregon would like to exclude me from their income tax we could afford a toll a little easier. As far as the light rail goes,I am totally against it all it would do is bring Oregon's crime problems across the bridge to Vancouver easier.Build a modest bridge and have the states fund their share WITH OUT A TOLL! Otherwise the toll would seem to be targeting Washington commuters that work in Oregon the most,again we already pay an Oregon State income tax and have no say in what it is used for,this should more than make up for the toll.
- I don't believe commuters from Portland to Vancouver and back should be tolled. The problem is all the people commuting from Vancouver to Portland and back. I also don't believe Portland should be footing as much of the bill as is being requested. If Portland is paying for half the bridge and their commuters aren't creating congestion because they're moving against heavy traffic, there should be no toll for them.
- Build it more than 3 lanes each way and so it doesnt require a bridge lift



- This proposal is a huge transportation boon-doggle that is wasting taxpayer dollars. Let us vote on the proposals. How do you expect to keep shipping on the river flowing with the current height proposal. We require an additional bridge to the east...and one to the west. This would make traffic control and flow more manageable.
- In my commute the Columbia River crossing is not a consideration. I contend with traffic on Hwy 26 going into Portland. I have looked into public transit and it would take me close to 2 hours each way to get to work in Vancouver. That would be 2 hours more per day in my commute. Adding a toll on the bridge would just add to the cost of my commute and, depending on how much it costs, force me to reconsider where I work and where I live.
- As much I as I dislike the idea of having to "pay" to cross the Columbia, I also understand a new bridge needs to be paid for and a toll is almost unavoidable. I definitely support a "toll-free" crossing time. This will help travelers like me and visitors to the area but will still collect revenue from daily users of the bridge.
- I have driven this route 2 times a month for the last 15 years. Sometimes my family travels in a 2 vehicles to see her. I would go around to 205 if it was more than \$1.00 as sometimes it would cost us for 3 cars that day back and forth.
- The current CRC project offers no improvement to the people of Washington or Oregon. 1) The bridge is ill-conceived. Not enough lanes, too low, and an attached crime train that nobody wants. 2) Millions have been spent/wasted w/o a guarantee that the Federal Government or Washington will even pay their amounts (1/3) each. 3) Washington residents will really be the ones biting the majority of the toll. Most Oregonians don't travel to Washington to work. The majority of work is in the Portland area. 4) Governor's 3 1/2 Billion dollar Boondoggle could be replaced by a higher, stronger 8 lane bridge for about a half a Billion. (less the cash that was already wasted creating the poor design). And it will still be expensive if they hire the local union thugs to build the thing.
- I would take transit but unable to due to motion sickness. I think the toll should be \$2.00 or less even if it takes longer. I currently work two days at home and would switch to 3 days at home.
- Too much taxpayer money has been wasted already, with no end in sight. Light Rail should go over the 205 bridge not I-5. Light rail in old town will destroy it, and the surrounding neighborhoods, with no real improvement to traffic flow. Have the Army Corp. of Engineers Design & build it and figure how to fund it or don't build it at all! Thank You.
- I wholeheartedly agree with the Vantuckians who don't want our trash having easy access to their city. If light rail does go in, make it very expensive for one-time rides and very cheap for monthly "passes". (take light rail off the table but build an empty space for it when you build the bridge.) Sam Adams and his anti-car spending drove me crazy and I look forward to getting out of Portland with its pc, visionary [stuff]. might even move to Vancouver!
- I have to work which means that I cross the I-5 bridge 10 times per week. If it is the intent to make it harder on tax payers then, please charge a toll. I would like to suggest that the Federal, Washington, and Oregon governments spend the taxpayer dollars more wisely and simply build the bridge. Make no mistake this hurts the people in Washington State, we will be the ones to pay a toll. I would move to Oregon for work if they had a better tax system.
- Survey design is misleading
- I really don't agree with your four bridge crossing options. There are many cases in which my actual answer would be either "I would bicycle to my destination" or "I would not go on this trip" rather than any of the choices you offer.
- If there is a toll on the I-5 bridge I will probably use the I-205 bridge, since it does not add much distance to my trip. If traffic increases significantly on the I-205 bridge I would consider paying a toll and using the I-5 bridge.
- In these tight budget times, it is difficult to imagine having to pay a toll on the I-5 Bridge. I also think it would benefit the surrounding area that another bridge be built leaving the I-5 bridge as it is. I also frequently use I-205 as well. It won't solve our congestion on I-5 as the Rose Quarter area should be



addressed first making more lanes available in that area. If it were more than the lanes available now, that would greatly improve our commute.

- If there are tolls on the bridge, I will move from Hayden Island to Vancouver. The cost of my daily travel will almost be the cost of a condo and I won't have to pay Oregon Income Tax. I would NEVER go into Oregon...
- Please let "it" all go forward with a light rail!
- The existing I-5 bridge does the job. A serviceable replacement based on the Glenn Jackson bridge that meets river freight clearance specifications could be considered AFTER the I-5 congestion at the Rose Quarter is corrected or there will be a bottleneck that makes the old 2 lane southbound Delta Park mess look good. Current bridge has pedestrian and bicycle access. I will always oppose light rail as a taxpayer subsidized boondoggle with limited security and negligible proof of fare payment enforcement. It seems to have very little support in Clark County.
- A low cost toll would be palatable to most people, only if everyone believed that when the bonds were paid off -- the toll would go off. This is what happened when the second span was added in 1958. It was paid off substantially sooner than expected. A permanent toll would be a source of discontent with citizens - we already have to many taxes and not enough responsible spending. JMD
- Let's stop fooling around. Get this thing done before it costs even more money. Stop listening to the folks that don't have a clue. If they don't like it they can live somewhere else.
- Vancouver has a great bus system. I ride it to work across the I-5 Bridge every day. We don't need an expensive train in which currently Oregon loses \$2.50 per rider and is subsidized by metro tax which I pay now. The studies have squandered millions and the come up with a bridge too low for river traffic. I imagine it can't be too steep for the train. Why doesn't Oregon take the millions of unlawful tax money they have been taking from Vancouver Residences and pay for the bridge!
- Many of the questions are not very pertinent to recreational trips. They seem to assume trips taken during the week rather than on weekends.
- I work in Vancouver and Portland.
- I stand by my statement, washington residents will pay the bulk of the tolls for the bridge, and it needs to be split equally between the states.
- I prefer the existing bridge(s).

2.0 COMMERCIAL VEHICLE OPEN-ENDED COMMENTS

- I would rather spend a few extra minutes traveling than saving time and paying a toll.
- not completely opposed to tolls however i do not feel truckers should bear the brunt of the toll cost
- keep toll at \$2.00 or less
- i think a toll is fine as it is fair and equal to all vehicles and is not a permanent toll that goes on forever. Tolls should be stopped once the cost of construction is recuperated and maintenance is taken over by the states.
- I feel that if a state needs to tole a road that they should not receive any federal tax dollars for roads..!!!! I pay state and federal hiway and fule tax and they should use this to fix roads not welfare or any outhter prodgect's
- truck driver should not be charge
- as an owner operator I believe I pay enough in taxes for the roads
- toll will jam the roads and slow trucks driver down. Most driver get payed be the mile not by the hour.
- as long as it saves time and is cost effective !
- I have driven lots of toll roads and they all seem to be worse than the non-toll roads.
- if this will cost effective than cool , if not no



- leave the bridge the way it is
- Don't want to pay for the tolls
- i oppose any reckless government spending on any project that majority of Oregon and Washington voters are opposed to. No one will be helped by the design that has been pushed by Portland Comissioners
- thank you for asking the cdl driver
- I do not agree with tolls
- It would be nice if I could pass the cost of the toll/s onto the shipper.
- too much technology, go back to the old ways it works better
- Tolls never go toward the project that they are intended for. They are pointless to me
- If Tolloed, it should be till cost of replacement bridge is reached. Then the toll should be removed.
- Why would anyone in their right mind want to change their bridge when it's accessible to both sides, OR or WA? Is it because you don't want WA residents to come to OR, buy stuff tax free and then return to Washington?
- Dont do it!
- truck pay enough road taxes why add another fee.
- I am not totally against it... I would use it if it was here . it would depend if i had the cash on me or not.
- if you could make it faster it may be worth a toll but as it stands not worth it
- why pay more for a road we already pay for
- Make it wider, being backed up behind toll booths is terrible, and visibility is awful. The Bremerton Bridge in Tacoma is GREAT, this one should be the same.
- ODOT already charges me per mile to cross the state of Oregon. I would not want to also be charged a bridge toll. It would be better to increase the per mile cost, NOT THAT I WOULD APPROVE an increase in the state's per mile cost.
- no tolls
- we dont make a lot of money for paying toll
- the camera charge as opposed to stopping to pay makes a huge positive difference to me.
- Both States can come up with an agreement to solve the funding issue so no tolls are enforced. Travel back and forth over the bridge is a necessity for everyone and personal money is spent each side of the bridge. Why continue to make people suffer out of pocket for the two states lack of cooperation.
- we pay road taxes dont should not have to pay tolls also
- after being part of the I 5 toll before glad when completed. Dont want to pay for a bridge again.
- Building a new bridge with the same number of traffic lanes will NOT fix the traffic problem. This bridge is ridiculously over-priced to try to fund a light-rail line that residents on BOTH sides of the river do not want. Tolling the bridge will force traffic to other areas and create many more problems than solutions. The bridge design is such that the US Coast Guard will not even sign off on it. To fix the traffic problem, the traffic lanes need to be the main concern...NOT light rail!
- it would be nice that there would be a bridge that does not have a span where it lifts for the boat traffic.
- The I5 bridge is congested South in the AM and North in the PM, due to the influx of Washington residents working and shopping in Oregon avoiding taxes. then Washington only intends to pay 20% and forcing Oregon residence to pay 80%. The Oregon DOT/PUC has the highest trucking taxes in America, and now the want the truckers to pay more. I am a 5th generation Oregonian and a 3rd generation commercial driver, Oregon PUC charges me \$200 dollars just to come home to "My Oregon" home with my truck empty or loaded, and now they want to charge me more... NO.... And now that Clacamas County wishes to place a toll on I205 due to excessive traffic due to the avoidance of a toll on I5, this hole thing stinks!!!! no tolls for Oregon residence!!



- Tolls are just a way of taxing people. Once the bridge is paid off by tolls, it simply becomes another way of obtaining revenue for the state. We pay enough in taxes as it is. Better planning and budgeting at the government level would eliminate the need to find new ways to keep trying to take peoples money.
- we already paid for the roads once and we still pay for them by way of taxes. tolls are an unnecessary expense.
- I think it would be good for the community and for trucking companies.
- Tolls suck!! If you toll the road, most truck drivers will find another way to go. Even large companies route their trucks around the toll roads!!
- If you can not afford to build the bridge then why build it. The way the economy is no one can afford it.
- it's a good idea
- thank you.
- i do feel toll road will cause major traffic delay,both staes oregon,washington,need to find other solution to obtain funds for road exspenses,lou serrano.
- in favor of the project. it is about our log books also.
- Separate light rail bridge, expansion by widening current bridge by converting to a suspension bridge.
- I believe a toll on the I-5 bridge will put too much stress on the 205 bridge.
- operation cost already too much
- I'm all for the improvement if the price is reasonable. And without live toll booths, it seems like the cost could be very affordable. The cost of the toll is the biggest issue to me.
- why pay a toll when we already pay taxes for the roads
- toll on bridge will cause more traffic on alternate none toll roads at the risk of safety and mobility
- do not think tool ridges are a good idea
- I'm an owner operator and I already pay over .16 cents a mile to drive on Oregon roads. The state of WA has some of the highest fuel tax in the country. What is that money being used for? You want tolls on the bridge, but I'm already paying to drive on these roads.
- To toll a roadway which a tax is already paid on is insane.
- the only real problem i have with tolls is that they always go up. the bay area is already up to 25 dollars ! and so i go around them wasting fuel and time.
- I5 is a MAJOR NS road. It should ALWAYS be no-charge to any users, and the payment for the construction should be by careful tax planning and proper Government budgeting. I really get angry at the thought of our Government representatives not doing appropriate, timely and careful planning and implementation that avoids unusual, odd or out-of-standard charges, fees and revenue methods. Fix the darn tax system and plan for this stuff! Thank you.
- the government needs to quit taxing us to death, & start taking responsibility, for providing the infrastructure we need, without having to pay ridiculous toll fees. It is a scam for city, state, & federal agencies to line their pockets, when the people who pay for these projects are the big losers, financially speaking. the government already takes enough advantage of us, & we need to rise up & put a stop to it.
- A new bridge is a good idea.It will in prove safety and travel time. with a minimal tall it should be a great asset to Portland and Vancouver.
- We pay road taxes
- Oregon Road tax and IFTA is already being charged to commercial vehicles ... give a break, trucks bring it or you don't get it!!
- Wouldn't excise and fuel taxes be enough to cover the cost along with the Federal funds available to cover the cost of Interstate Freeways. I'd prefer not to pay tolls and I don't see why tolls would be necessary to fund this.



- I don't like tolls because I never see the money. Leave me alone!
- If this bridge is really needed, which I'm sure it is, I would recommend the lowest cost for tolls or no tolls. We who travel the roads for a living pay through the nose for so much. Also I see a lot more congestion beginning to happen on your non-toll roads from locals who refuse to pay for one more thing that they have already given taxes for.
- Tax dollars were used to build bridge, how can we be charged to use what we already paid for it
- the proposal for the bridge is not designed for river traffic and has lightrail on it and we dont want lightrail
- go home liberal
- We pay enough in road taxes now.
- tolls should be same as autos. everyone needs what trucks are carrieng over bridge. trucking companies tend to make contract drivers pay tolls.without adequat re imberrment.
- There is a traffic problem that needs to be fixed. Maybe more carpools.
- the taxes that come out of my pay checks and the taxes that are included in my fuel charges should be going to pay for these kind of projects
- roads are intended for travel just because states are running low on funds dont mean that its right to charge the everyday worker to pay more money out of there pocket and taking more money out of our pockets that is used to help feed cloth and other things for our familys and children...our pay checks get taxed enough as it is so we should not pay any more money for travel on the roads that were built for us to travel on in the first place back in the 20's and even before then we never had to pay tolls so why do they think we need more tolls...IT WAS A BAD IDEA IN THE FIRST PLACE TO START TOLLS IN EVERY STATE.... THEY JUST CREATE PROBLEMS....AND TAKE AWAY FROM OUR FAMILY'S MOUTHS.....
- if my company was to pay i may use i5 if i pay i would use i205
- I don't think it is right to pay tolls. If the economy is that bad we should not build a toll bridge. Tolls will back up traffic even more. The bridge that is there is not bad. People don't know how to drive. The only reason it is a toll bridge is that they want more money out of it. It is a money scheme.
- ca.uses a transponder (fastrac)to make payment it is small so as not to be in the way or view of the driver,also tracks license plates if funds are low to assure payment.
- I am a California based driver so i am used to toll bridges, I think it is a good idea if it helps traffic flow, as long as it is a one directional toll! I hate how the bridge tolls on the east coast get you coming and going
- It's been my experience that the tolls are not applied for the up keep of the roads.
- sick and tired of getting tolled and taxed to death.
- tolls are another way of squeezing money out of the public that tax dollars should cover.
- i feel that tolls are an unfair advantage when the fees charged are not all applied to the highway fund which was designed for road and bridge improvement and upkeep, if A state is low on funds due to mis appropriation of funds than the roads should be improved with and by fuel taxes in which the state of oregon does not collect and give credit for the fuel purchase to the best of my belief
- Though I do not appreciate tolls, the need for a new and expanded freeway thru Portland is essential. Thanks
- Ok as long as the word is kept.
- i dont beleave in toll roads. i travel across toll roads all the time. if the road were maintained properly them it wouldnt be so bad but all toll roads i drive are rough and they tare up my eqep. i would rather drive on no toll roads.
- opposed to tolls paying for what taxes have already been assigned to because of political mismanagement..
- use ALL road,fuel,and bridge taxes for their intended purposes,stop diverting state and federal highway funds to wasteful social programs,and raise licensing fee for private vehicles if you want to fund projects that benefit the local populace more than out of state interstate and intercontinental



travelers, essentially you are holding commerce and vacationers hostage to pay for road improvements that should have been started 20 years ago and possibly, completed by today, 2013, poor planning and poor management should not be taxed when the funds are already there, just misappropriated by incompetent elected officials and their lackadaisical crony career government employees. you are welcome

- i like that people are so concerned with this and i support them 100%
- any thing that cost more money I don't like
- road taxes and state taxes and dmv fees have always paid for road improvements where is all the money from this today
- living in clackamas area conserved i205 will start tolling drivers also
- The bridge is doing fine how it is. There is some slowdown expected during rush hour and we need to schedule this already. The improvement will just incourage more traffic and complications when the freeway reduces back to normal lanes.
- 3 dollers for everyone.
- will always go around tolls use your taxes to pay for the bridge.
- We have already paid for this bridge
- it would take a real stupid morron to put a toll booth on that bridge considering the traffic on it all the time how bout building another bridge to relieve the traffic flow
- this is allready the most exspensive ifta state in the country we already paid for that bridge and every other road here
- don't like toll bridges
- i feel all highway improvements should paid be paid with taxes already collected.
- Do not want to see any toll bridge in Oregon.
- i dont think the money will properly be spent
- Its a good idea for a new bridge; eliminating the need to lift the bridge for ships would improve traffic.
- the old bridge does need help
- I refuse to pay tolls for unnecessary cost states obligation to maintain federal highways
- if i save more fuel money than toll, i strongly support the toll
- please pay for your states projects through your own state budget its not right to expect people to pay for a bridge 4 or 5 times via taxation
- Interstate highways should NEVER be tolled
- I don't have to pay tolls myself, and I don't know how my company feels about them. Personally, as an Orgonian. I am in favor of improving the I5 crossing over the Columbia River
- use existing tax systems for roads to fund all new construction and maintenance projects, and specifically do not let these funds be used for anything else.
- i dont think the toll is necessary
- toll is a good idea as long as the toll isnt over charged
- the problem with toll roads are the price of the toll keeps going up, once a toll is established, it becomes a cash cow for someone else s pocket.
- i believe as a owner i pay enough in road and fuel taxes that are supposed be for road expences.
- do not like to pay tolls it takes money away from me
- Building a new bridge that will adequately handle the traffic conditions across the columbia river is fantastic. Making it a toll road is offensive. Unless the trip across a toll road saves me more than 45min, I won't spend the money. I will not get another transponder. If it must happen it must use the ez-pass. no more room on my windshield for more crap.
- typically, tolls do nothing to decrease the amount of congestion. it actually slows down traffic, and by the time the new construction is done, the improvements will be obsolete



- i am against the tolls for i par enough road tax in all states an to much in taxes for fuel so i feel there is no reason for me to have to pay for a toll
- I pay enough taxes now you want more money keep your change...
- Make the Bridge with 10 lanes
- the interstate system should not be tolled
- No toll, it is an added daily time and expense. Whether you plan ahead and pay in advance or pay on the way it is another bill to process and pay. If you do it yourself or pay/have someone else to pay the bills the time is a loss, of a growing nature. States continue to add hassle and expense to independent start ups or daily travel.
- get it up
- I would do cash tolls. I don't want electronic tolling.
- Please listen to the people and the companies this projects affects. Tolls hurt commuters. Build the bridge tall enough for barge traffic. Do not include light rail if Vancouver residents do not want it.
Thank You.

