

From: agtanner@hotmail.com
To: [Columbia River Crossing](#)
CC:
Subject: Comment from CRC Submit Comments Page
Date: Monday, May 05, 2008 4:41:31 PM
Attachments:

From: Alex Tanner
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 Comment or Question:

P-0062-001

I am all for adding lanes to improve the flow of traffic on I5, however I'm am very much against a toll. I really don't think that penalizing people to drive their vehicle across the bridge is a good idea. People pay plenty of taxes to the government and part of the governments responsibility is to take care off the roads. As far as mass transit on the bridge goes, I think money should be spent on it proportionately to the the percentage of people who use mass transit - which I believe is pretty small. For example, if 5% of people use mass transit, why should we spend more than 5% of the money on them? I understand that Portland wants more people to use mass transit but lets be reasonable here - for allot of people, using it is a hassle. I also don't buy the argument that government doesn't have enough money to build this bridge - I know of too much waste in government to be fooled by that.

P-0062-002

Thanks



P-0062-001

Tolling was evaluated in the DEIS and FEIS, and included in the LPA for two important reasons. First, a toll may be necessary to pay for the construction of this project, as discussed in Chapter 4 of the FEIS. Second, a toll provides a valuable travel demand management tool that encourages travelers to take alternative modes (including light rail provided by this project), travel at off-peak periods, or reduce their auto trips. This demand management reduces congestion and extends the effective service life of the facility. When the existing I-5 northbound bridge was built in 1917, it was paid for with a toll. The southbound I-5 bridge, built in 1958, was also funded partially by tolls. In 2008, the Washington legislature passed enabling language for tolling on I-5, provided that each facility is later authorized under specific legislation. Once authorized by the legislature, the Washington Transportation Commission has the authority to set the toll rates. In Oregon, and the Oregon Transportation Commission has the authority to toll a facility and to set the toll rates.

P-0062-002

See discussions of tolling, above. Regarding transit expenditures, as described in Chapter 1 of the DEIS, the project's Purpose and Need reflects "previous planning studies, solicitation of public input, and coordination with stakeholder groups." This outreach, and prior planning studies, identified improving transit service along the I-5 corridor as an important element of this project. This need is included in the project's Purpose and Need. As such, any alternative (except No-Build) evaluated in the DEIS must address this need to improve transit service, and limiting transit expenditures would result in a project that is inconsistent with it's Purpose and Need. Please refer to Chapter 4 of the FEIS for a description of the current plans for funding construction and operation of the LPA.