



**Columbia Crossing
%Heather Gunderson
700 Washington St.
Vancouver, WA 98660**

RECEIVED
MAY 27 2008
Via fax
Columbia River Crossing

P-0486-001 | We surely have spent enough money on promoting Vancouver. Let those who want to move there pay the price for a new bridge. I vote for the toll fees for crossing. Let 's see how much/many dollars can be raised by folks who must cross the bridge to earn a living. Those who are willing & able to pay the price.

P-0486-002 | I VOTE FOR THE IMMEDIATE CROSSING TOLL FEES.

_____ **27 May 2008**

P-0486-001

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-0486-002

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