

May 27, 2008  
846 NE 72<sup>nd</sup> Ave  
Portland, Or  
97213

Columbia River Crossing  
c/o Heather Henderson  
700 Washington St. #300  
Vancouver, Wa, 98660

P-0820-001

The idea that a new bridge between  
Portland and Vancouver on I-5 is  
not compatible with any reports  
on the future of the Area.  
I am 83 years old, remember  
giving tokens to go over the existing  
bridge, and it would be viable  
again, with forward thinking  
and planning. It is imperative  
for the future of our Area.

Sincerely

Ruth M. Waldroff  
846 NE 72<sup>nd</sup> Ave  
Portland, Or  
97213

RECEIVED

MAY 28 2008

Columbia River Crossing

### P-0820-001

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.