



1 Traffic hasn't peaked. There's going to be all
2 different kinds of things. Thank you.

3 **MR. HEWITT:** Thank you.
4 Christian Steinbrecher.

5 **MR. STEINBRECHER:** I'm Christian
6 Steinbrecher. I live at 6161 Southwest Salmon
7 Street, and I'm here to talk about tolls.

8 And I want to point out that tolls have
9 been on the national scene for a long time.
10 Nationally, they're part of the -- part of the
11 financing of many roads and streets in metropolitan
12 -- of major metropolitan areas, including New York,
13 New Jersey, Chicago, Los Angeles, and Seattle. And,
14 in fact, tolls have been an integral part of the
15 Oregonian transportation seat for many years. The
16 Bartel Trail is the most well-known toll structure,
17 followed by the Trask River Road between Tillamook
18 and Yamhill, for those who don't know. Deschutes
19 River Bridge was not Oregon 213; it was a toll road,
20 as was the Ashland Road to California. All these
21 were toll roads. All those were built on a toll
22 basis. For those of us have been here for more than
23 ten years we know that the Astoria Bridge was a toll
24 road with the tollbooths just retiring here shortly.

25 Tolls have -- Toll -- And, in fact, today,

P-0966-001

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.

P-0966-002

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-0966-001

P-0966-002

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P-0966-002

1 bridge structures still supported by tolls include
2 the Bridge of the Gods, the Hood River Bridge, and
3 the bridge crossing the Columbia to The Dalles.

4 Tolls have fallen from favor only recently
5 in the last 40 or 50 years. I liken transportation
6 to utilities. Most utilities, you pay as you go.
7 If you buy water, you pay for the water. If you buy
8 electricity, you pay for electricity. If you buy
9 gas, you pay gas as a direct cause-and-effect
10 relationship. Transportation's one of the few
11 utilities where we don't do that. It's an indirect
12 cost. We pay for the gas tax. You don't pay as you
13 go. When you pay, you buy the fuel. Even the ferry
14 -- ferry rates, which is a water-borne bridge, is an
15 acceptable toll. People are pleased to pay for
16 that.

17 Toll supports and investment public
18 infrastructure with a general public financing
19 structure cannot, or is not, willing to commit to
20 the budget. It allows access to private (inaudible)
21 funds. And the most important part for tolls, for
22 me, is locally controlled. We control where the
23 money gets spent. We control how it gets spent. We
24 control who spends it. It allows, also, for the
25 tail end of fees for the scope of the user. Which,

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P-0966-002 1 we can talk about congestion pricing. We can talk
2 about mass transit pricing. We can talk about all
3 kinds of pricing structures, and these days,
4 electronic tolls. It's very easy to do with
5 electronic toll collection.

P-0966-003 6 However -- And I would caution everybody
7 that there is the potential for abuse in the
8 siphoning off of funds for non-toll purposes. And
9 that's the major reason for my testimony. I believe
10 that this group needs to demonstrate that any tolls
11 collected will be used only for this structure right
12 here. I will -- I will remind this group that,
13 recently, the Water Bureau was audited for -- where
14 they were using the money that was paying for the
15 water; it was determined that some of the funds that
16 they were collecting was used for general revenue
17 expenditures. We must do what -- everything
18 necessary to preclude that from happening.

P-0966-004 19 The second issue is that there are major
20 projects coming up in the area, including the
21 Columbia River Cross -- between the Sellwood Bridge
22 and the TriMet Bridge. I would suggest that the
23 consideration be given to a toll -- to a bridge
24 authority to balance off various needs in the
25 metropolitan area to determine where the money

P-0966-003

The authority to toll the I-5 crossing is set by federal and state laws. Federal statutes permit a toll-free bridge on an interstate highway to be converted to a tolled facility following the reconstruction or replacement of the bridge, and the CRC project would meet these conditions. Prior to tolling I-5, Washington and Oregon Departments of Transportation (WSDOT and ODOT) would have to enter into a toll agreement with the U.S. Department of Transportation (USDOT). State legislation from 2008 in Washington permits WSDOT to toll I-5 provided that the tolling of the facility is first authorized by the Washington legislature. Once authorized by the legislature, the Washington Transportation Commission has the authority to set the toll rates. In Oregon, the Oregon Transportation Commission has the authority to toll a facility and to set the toll rates. It is anticipated that prior to tolling I-5, ODOT and WSDOT would enter into a bi-state tolling agreement to establish a cooperative process for imposing tolls, set toll rates, and guide the use of toll revenues.

P-0966-004

Please see response to comment P-0966-003.

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P-0966-004

1 should be spent, because there is a large amount of
2 (inaudible) available and many projects on -- on the
3 list. Thank you.

4 **MR. HEWITT:** Thank you.

5 Dan Kaufman.

6 **MR. KAUFMAN:** Yes, my name is Dan Kaufman.

7 And my mailing addresses P.O. Box 42669, Portland,
8 Oregon 97202.

9 Thank you for taking my testimony today.

10 I've commuted to Vancouver, daily, for five years.

11 And I and the freight haulers that I traveled with
12 had no more than typical -- your typical congestion
13 -- is during that time. So from my perspective,
14 there is not a congestion issue. However, I'm sure
15 that is not the case for a freight hauler who's
16 going in the opposite direction.

17 Options for reducing congestion are, and
18 have been, available, and they're certainly a
19 significantly less cost than 4.2 billion.

20 Current options, as I see now, seem to be
21 boondoggles that reward bad behavior. And because
22 there are no good options, I support the no-build
23 option. I'd also like to point out that part of the
24 commuting I did, occasionally I did by bicycle, and
25 I rode over that bridge. And, yes, at first it

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