



From: [REX BAHR = BAR](#)
 To: [Columbia River Crossing; Sen Brown; Sen Monroe;](#)
 CC: [Congressman Earl Blumenauer; governor OREGON; PRESIDENTcomments PRESIDENTCOMMENTS;](#)
 Subject: TOLL ROADS & BRIDGES
 Date: Thursday, June 19, 2008 5:36:47 PM
 Attachments:

P-1122-001

I lived in Topeka Kansas before moving here in 2001.
 The Kansas turnpike is a toll road.
 There are many toll roads, viaducts, bridges etc back east.
 They use an automatic collector that is on the vehicles that subscribe.
 I do not understand why the people out here are so against toll roads etc.
 I also do not understand why they are against a sales tax.
 There are a few million Illegals in Oregon that do not pay any taxes.
 They send their money to Mexico & there are RUSSIANS, UKRAINIANS
 & a host of others here that do the same.
 Some live in stolen campers & vehicles so they avoid all taxes except
 what they pay for fuel.
 You notice when the HOMELESS had their sit in, there were no
 Mexicans or others that I could tell.
 Last summer there were a lot of them by the railroad in vehicles &
 campers.
 I have not noticed them this year but I assume they will be back as
 soon as it warms up.
 REX R. BAHR

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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.