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**Date:** Friday, June 20, 2008 11:38:39 AM  
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 Section: Summary  
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Comment or Question:

- P-1148-001** Tolling should absolutely be part of any bridge replacement plan. Tolls are the perfect user fee for this type of project in lieu of increasing gas taxes, and have been used for the better half of a century for just this purpose. I also believe that it will be necessary to toll I-205 to avoid the mass exodus to that crossing after tolls are put into place on I-5. My family would be willing to spend up to \$2.50 one way to cross either bridge. I believe that variable tolling should be implemented as well, or specials accommodations made for low income households.
- P-1148-002**
- P-1148-003**
- P-1148-004**



### P-1148-001

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-1148-002

Traffic modeling indicates that tolling I-5, but not I-205, would divert some traffic to I-205 although most trips would remain on I-5. However, under existing conditions, trips already divert to I-205 and would continue to do so under No-Build because of the unreliability of, and congestion in, the I-5 corridor. With the CRC improvements to I-5, many of those diverted trips would shift to I-5 because it would be a shorter and more reliable trip than I-205. Tolling the I-5 crossing causes some trips to shift to I-205 in order to avoid the toll. The net difference in the number of trips crossing on I-205 is only slightly higher with the CRC project than without it.

With few exceptions, federal statutes do not permit tolling of an existing interstate highway without associated improvements. FHWA does have pilot programs that allow state departments of transportation to apply for

the approval to toll a facility. The project sponsors are not proposing to toll the I-205 crossing as part of the CRC project. It is possible that a toll could be placed on the I-205 crossing in the future separate from the CRC project. Section 3.1 of the DEIS and FEIS discusses the effects of the project on traffic levels in the I-5 and I-205 corridors.

In addition, tolling prior to or during construction can be used to manage demand and begin collecting the revenue. This is not currently proposed but could be implemented if approved.

**P-1148-003**

The CRC project proposes to include a variable rate toll. The goal of variable-rate tolling is to reduce congestion and maximize the flow of traffic through this corridor. With a variable rate toll, a lower toll is charged when traffic demand is lower and a higher toll is charged when the corridor is at its highest demand. Because a toll is charged by time of day, variable-rate tolling gives travelers an incentive to change travel times, reduce optional trips, take an alternate route, or choose transit as an alternative to driving alone. Experiences in other cities in the U.S. and around the world have shown that these fees can help reduce congestion and improve the performance of the roadway.

**P-1148-004**

Details of the tolling system are still being refined as the project development enters the final design stage. It is currently not anticipated that transit users, bicyclists or pedestrians will pay a toll. Additionally, certain toll discounts or waivers for other groups have been and will continue to be considered. The ultimate decision on any tolling options will be made by both the Washington and Oregon Transportation Commissions.