



Public Comments

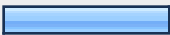

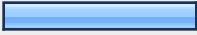
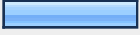

[Web survey comments](#)

[Emails, comments forms and letters](#)

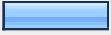
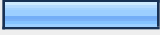
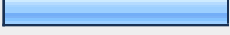
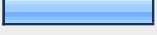

[Letters from businesses and organizations](#)

CRC Tolling Study Web Survey

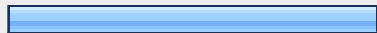







1. How often do you travel across the I-5 Columbia River bridge, either by personal vehicle, freight or service vehicle, transit, biking or walking? (choose one)

		Response Percent	Response Count
Daily		25.0%	1,058
A couple of times a week		24.5%	1,036
A couple of times a month		29.5%	1,250
A couple of times a year		20.1%	849
Never		0.9%	38
		<i>answered question</i>	4,231
		<i>skipped question</i>	17

2. How often do you travel across the I-205 bridge, either by personal vehicle, freight or service vehicle, transit, biking or walking? (choose one)

		Response Percent	Response Count
Daily		15.6%	656
A couple of times a week		23.7%	997
A couple of times a month		34.5%	1,453
A couple of times a year		22.6%	953
Never		3.7%	156
		<i>answered question</i>	4,215
		<i>skipped question</i>	33

3. Thinking about all the trips you take across the I-5 Columbia River bridge, which of the following is your primary mode of travel? (choose one)

		Response Percent	Response Count
Drive alone in a personal vehicle		56.7%	2,394
Carpool with household members		28.1%	1,188
Carpool with non-household members		4.2%	176
Use the bus		4.1%	172
Vanpool		0.4%	16
Bicycle or walk		1.7%	73
Driving freight or service truck		2.2%	91
Other (please specify)		2.6%	111
		<i>answered question</i>	4,221
		<i>skipped question</i>	27

4. Generally, for what purpose do you use the I-5 Columbia River bridge? (choose one)

		Response Percent	Response Count
Travel to or from work		29.1%	1,230
Travel to or from school		1.0%	41
Errands/shopping		16.7%	706
Non-commute work-related travel		9.0%	379
Deliver freight, goods or services		2.1%	89
Recreational activities		18.4%	777
Medical appointments		2.8%	117
Visit family or friends		16.8%	709
Other (please specify)		4.1%	172
	answered question		4,220
	skipped question		28

5. Tolls on the I-5 Columbia River bridge along with state and federal funding, will be used to help replace the existing bridge, improve the highway, and operate and maintain it into the future. Which of the following do you think tolls on the I-5 Columbia River bridge should be used for? (choose all that apply)

		Response Percent	Response Count
Replacing the bridge and improving the highway		70.3%	2,913
Increasing transit use		25.8%	1,069
Providing incentives to carpool or vanpool		18.4%	763
Other (please specify)		25.4%	1,054
	answered question		4,142
	skipped question		106

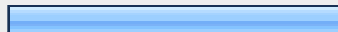

6. Current technology allows tolls to be collected electronically as vehicles travel across the bridge at regular highway speeds. There will not be toll booths. Knowing this, does this make you more or less likely to support tolling of the I-5 Columbia River bridge? (choose one)

		Response Percent	Response Count
Much less likely		14.5%	606
Somewhat less likely		3.6%	149
No difference		45.3%	1,898
Somewhat more likely		19.1%	802
Much more likely		17.6%	737
		<i>answered question</i>	4,192
		<i>skipped question</i>	56

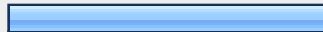
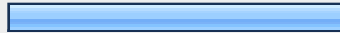
7. Toll rates may vary by time of day – higher during peak weekday commute times, lower during other times of the day. This is known as variable rate tolling. Variable rate tolling helps reduce congestion by shifting trips from the most congested commuting hours to other times of the day improving the commute for everyone. Knowing this, how much would you support variable rate tolling? (choose one)

		Response Percent	Response Count
No support at all		39.4%	1,655
Low support		11.9%	498
Medium support		21.6%	909
Strong support		27.1%	1,139
		<i>answered question</i>	4,201
		<i>skipped question</i>	47


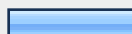


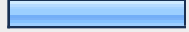



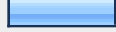
8. Would variable rate tolling be more appealing to you if you knew that the toll rate during non-commute times would be less than the toll rate during the peak commute times? (choose one)

		Response Percent	Response Count
No		51.0%	2,120
Yes		49.0%	2,038
		<i>answered question</i>	4,158
		<i>skipped question</i>	90


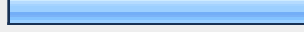
9. Would variable rate tolling be more appealing to you if you knew that the toll on the weekend would be lower compared to weekday tolls? (choose one)

		Response Percent	Response Count
No		48.9%	2,034
Yes		51.1%	2,129
		<i>answered question</i>	4,163
		<i>skipped question</i>	85

10. If a variable toll is charged to use the I-5 Columbia River bridge, what is the one thing you are most likely to do? (choose one)

		Response Percent	Response Count
Travel during the peak hours and pay a higher toll for a more predictable trip		6.2%	259
Change travel time to a period when the toll amount is lower		19.1%	802
Take transit to avoid the toll		6.7%	280
Carpool /vanpool to share the cost		2.0%	82
Take a toll-free route		27.0%	1,132
Forego the trip altogether to avoid the toll		8.1%	338
Change destination to avoid the toll even if it takes longer		7.7%	324
Combine trips for fewer bridge crossings		7.3%	308
Other (please specify)		16.0%	670
		<i>answered question</i>	4,195
		<i>skipped question</i>	53

11. If you knew that tolling the existing I-5 Columbia River bridge before the new bridge opened could result in lower tolls and financing costs for the project, would you support: (choose one)

		Response Percent	Response Count
Tolling the existing bridge starting in 2012		54.4%	2,017
Tolling when the new bridge is completed		45.6%	1,689
		<i>answered question</i>	3,706
		<i>skipped question</i>	542

12. Tolling **both** the I-5 and I-205 bridges over the Columbia River, instead of tolling just the I-5 Columbia River bridge, could result in lower toll rates, more traffic improvements, and less traffic congestion on both the I-5 and I-205 highways. Knowing this, how supportive of tolling both the I-5 and I-205 bridges are you? (choose one)

		Response Percent	Response Count
Not at all supportive		45.2%	1,909
Not very supportive		10.2%	430
Somewhat supportive		17.6%	741
Very supportive		27.0%	1,139
		<i>answered question</i>	4,219
		<i>skipped question</i>	29

13. What is your gender?

		Response Percent	Response Count
Male		56.8%	2,367
Female		43.2%	1,797
		<i>answered question</i>	4,164
		<i>skipped question</i>	84

14. How old are you?			
		Response Percent	Response Count
16 - 24 years old		3.0%	127
25 - 34 years old		19.8%	826
35 - 44 years old		25.3%	1,055
45 - 54 years old		24.7%	1,030
55 - 64 years old		21.0%	877
65 years old or older		6.3%	263
		<i>answered question</i>	4,178
		<i>skipped question</i>	70

15. What is your home zip code?		
		Response Count
		4,089
		<i>answered question</i>
		4,089
		<i>skipped question</i>
		159

16. Finally, is there anything you would like to add to help inform the Tolling Study Committee?		
		Response Count
		2,577
		<i>answered question</i>
		2,577
		<i>skipped question</i>
		1,671

Columbia River Crossing Tolling Study Write-in Responses Report

Respondent ID	Multiple Choice Question #3: Thinking about all the trips you take across the I-5 Columbia River bridge, which of the following is your primary mode of travel? (these comments represent only the write-in responses to "other")
862027186	1 round trip by car 1 round trip by semi truck
861019315	All Above
861016187	Almost all of the above. (No Freight)
861187510	alone or with others; about 70% -- 30% split
864855891	Animal conveyance
871860363	Attending a railroad show and sale.
874718158	bicycle/use buses
866007149	Both carpool and work vehicle
864296120	business
871851690	Business vehicle
868403258	Business vehicle
862640315	Can not use public transportation due to extreme asthma
867149662	car
866028292	CAR
863812728	Carpool with and without household members
860384728	carpool with friends or travel alone
863827999	Carpool with household and non-household members to go out to eat
870827405	Carpool with non-household memebers AND drive alone
871810427	Carpool, Bicycle
870549584	combination of carpool, bike, & drive alone
864523726	commuting between jobsites
868210333	Courier service
878740951	C-Tran bus
865410307	Don't drive in this area at all
870105235	don't go across bridge
856892739	Drive alone in a company vehicle
869309154	Drive alone in personal vehicle, but would LOVE Fast public transit from Washington Square, OR. Must be close to home (Scholls Ferry Rd/ Conestoga, Beaverton) and FAST for daily work commute.
892980669	Drive alone or park & ride Max from expo or delta park as time or knee allows the extra 30-45 minute walk
863829014	Drive alone or with co-workers in company vehicle
869590744	Drive in company vehicle for sales
864685640	Drive or motorcycle to work
864512044	Drive the bus
857226852	Drive w/ family members in personal car
867063302	Drive with a family member
872313319	drive with another in a personal vehicle
861101654	Drive with another person
864457946	drive with family
864375257	drive with family
861350700	drive with family and alone
859533923	Drive with family members
877776381	Drive with fellow employee
861167553	Drive with partner
860542593	Drive with spouse (not work related)
851948907	Drivewith wife in personal vehicle
864594489	Drivinf alone in Company car for medical deliveries
871960285	Driving alone in a company vehicle

Columbia River Crossing Tolling Study Write-in Responses Report

Respondent ID	Multiple Choice Question #3: Thinking about all the trips you take across the I-5 Columbia River bridge, which of the following is your primary mode of travel? (these comments represent only the write-in responses to "other")
860328052	Driving Company Vehicle
864334953	Driving for work in a personal vehicle
869556755	driving to Seattle or Victoria
866924662	Driving to various construction sites
861159547	Driving with 1 to 3 passengers
861253402	driving with family members
882440635	driving with family to seattle
864591841	Equal time on a bicycle or in a bus or automobile
861088665	I bike and drive about half and half
865439295	I bike it about half the time; bus the other half
863033150	I both bike and drive across the I-5 bridge.
863821482	I don't take this bridge
861204507	I have P.T.S.D. with Panic Disorder so I do not use Interstates or bridges
855677128	I USE THE BUS AND MY VEHICLE EQUALLY
864574598	I USE THE BUS AND MY VEHICLE EQUALLY and probably more like 3 to 4 times but do not have that choice in answer
861536314	In a personal car with family members
864730391	just retired was a 5 day commuter by bus
864287008	Legacy Hospital Shuttle between Good Sam & Emanuel
863815946	Me & a friend are going to Portland for a concert or shopping.
896753847	Mixture of bus and personal vehicle
863026607	mixture of carpooling and alone. Have also biked it on occasion
861133486	Mode of transport depends on which day of week/time of day - M-F to work is by bus/MAX. Weekends/PM tend to be by car with family
862302879	Mostly drive alone, but sometimes carpool
881351448	motorcycle
869296928	Motorcycle
865323201	Motorcycle
863863147	motorcycle
863817409	Motorcycle
863066273	motorcycle
863862199	motortcycle
867299504	my partner and I spend alot of time in pdx
867035248	None
900952759	none provided
870800566	on trips to Tacoma or Seattle for kid's sports competitions
868491838	One to four in a personal vehicle
860386051	only for entertainment (like big foot truck shows)
894772614	Pass over on vacations with family members
881420430	personal car
863836873	Personal vehicle twice a week, and work car two or three times a month
865628280	Personal vehicle with family
868226240	Pleasure trips with the family
861525025	Recreational with multiple persons
871851447	retired...liesure use only
864317320	roadtrip
867088274	SEMI TRUCK
863829078	Some personal vehicle some work vehicle
865419052	Sometimes alone sometimes not.

Columbia River Crossing Tolling Study

Write-in Responses Report

Respondent ID	<i>Multiple Choice Question #3: Thinking about all the trips you take across the I-5 Columbia River bridge, which of the following is your primary mode of travel? (these comments represent only the write-in responses to "other")</i>
877772296	sometimes alone, some with family, some with non household members
870061696	Sometimes alone, sometimes w/others
852269646	Split between the bus (C-tran or Drive w/ passengers)
850404994	train travel
868522914	travel with family to visit relatives in Vancouver
868596004	traveling to washington
872898592	Trips to Seattle with friends
867265032	truck related issue
881356756	Two or more in car
864225230	Use bus 3 X's a week; use personal vehicle 2 X's a week
864839192	usually i'm going to seattle or further north with household members or friends
863541044	vacationing/travel with one or more passengers RV or passenger car
864268607	vehicle with household member
861573216	with someone in personal vehicle.
864374794	work car
873106850	work car share
867770677	Work Vehicle
864259722	would try to carpool when possible

Columbia River Crossing Tolling Study Write-in Response Report

Respondent ID	Multiple Choice Question #4 - Generally, for what purpose do you use the I-5 Columbia River bridge? (choose one)
864037611	1/2 to help elderly relative 1/2 for errands & shopping
864732943	50% non-commute work related, 50% visiting and shopping
861089715	Access my boat moored at Hayden Bay
862308552	Access the Jantzen Beach Shopping Center
855884217	airport & medical appointments
861187510	all but freight and work
868400809	all of the above
861869631	all of the above except freight and work (205 more convenient)
869409577	All of the above except School/Deliver freight
870827405	All of the above listed (excluding freight delivery)
871017915	all the above
866007149	All the above
863827346	ALL THE ABOVE !!!!!!!!!!!!!!!!!!!!!!!!!!!!!
864701461	All the above except schooling & freight delivery
861105820	All the above..
861016187	Almost all of the above. (No Freight)
858465492	appointments
864855891	as above
866116185	Attend meetings as a volunteer
863848621	Attend religious services
871860363	Attending railroad show to sell merchandise.
861101654	Avoid I-5 bridge traffic by traveling the opposite direction of heaviest traffic.
883918861	Band practice.
863946489	Beach, Medical sometimes
872964775	Boat is moored on Hayden Island
864591841	Both errands/shopping & recreation
862051109	Buisness and Pleasure
864296120	business
854357633	Business & personal
865611962	business appointments
862694698	business meetings
861201596	business meetings
877397436	Business meetings, airport
864732754	church
864434275	Church
863941252	church
858811376	Church
869406477	church activities & friends & family visiting
861974609	Church related activites, errands, family
863807758	Church related visits (LDS Temple)
864393719	Church, thru to Eugene
863033150	Combination of errands, shopping, med appts and recreational activities
861100609	Combo of Recreational activities, visit family or friends, non-commute work-related travel and errands/shopping
866329951	commute to work
864280338	commute to work
870549584	commute to work by I-205 home via I-5 to appt. in NW Portland every 6 wks.
875686459	counseling
863996307	Daycare during the summer
861167553	Dinner

Columbia River Crossing Tolling Study Write-in Response Report

Respondent ID	Multiple Choice Question #4 - Generally, for what purpose do you use the I-5 Columbia River bridge? (choose one)
870105235	do not use
860871093	donating plasma
865410307	don't use
868346162	Drive to Vanport Park and Ride
862428115	errands, shopping, recreation
874632580	errands, school, medical appointments, visit family & friends, recreational activities, work related travel
870061696	Errands, shopping and recreational
863847665	Errands/shopping/lunch
858426675	errands/shopping/visit family (needed to choose 2)
860806363	Evening activities in Vancouver
864574598	For errands/shopping and restaurants and to visit family
864598699	go to seattle
861832433	Go up I-5 to Seattle
867927257	going to the beach and shopping
866871413	Have Business Locations in Vancouver & Portland
871851447	headed North to the West Sound area.
870421892	I am a float for the Legacy hospitals and required to go between hospitals as needed at night...sometimes multiple trips
864911447	I attend exposition shows in Seattle
856079306	I can't choose one; it's visiting, recreation, and shopping
869751833	I can't say one over the others. Errands, social visits, medical/dental, and recreational: all these rank equally in use.
864355816	I commute daily to/from work, visit family, shopping, my daughter's soccer games are in Oregon
862447444	I LIVE ON HAYDEN ISLAND
863821482	I rarely take this bridge; I don't like to drive it.
864326063	I use it daily for work, all my family and friends live in portland too, my school is in portland, but I live in WA
855677128	I VISIT FAMILY AND SHOP
864789147	I work at all 5 hospitals and on occasion I am transferred during the shift
859046121	If more convenient to destination
872175165	It is a toss up between Craigslist buying and selling and Family vacation trips to the coast.
863890820	job interviews or to go to the waterfront
861314604	Job search
870800566	kid's competitions in Tacoma or Seattle
863863147	Live in Oregon, keep a horse in Washington
852181255	looking at property
866924250	Many of the above (visits, class, shopping, travel)
861526549	many reasons, some listed above but choosing one is not possible
863191881	medical appointments and visit family
860422366	medical appts, cigarette shopping & political events
866112086	Meeting clients who live across the river.
864253455	Mix of personal and work related
861177118	Mixed use, 50% medical, 50% other
863830693	most of the above apply
862217404	movie
863814624	My own business
867035248	None
858730997	None of your business!!!

Columbia River Crossing Tolling Study Write-in Response Report

Respondent ID	Multiple Choice Question #4 - Generally, for what purpose do you use the I-5 Columbia River bridge? (choose one)
900956852	none provided
864273509	Occasional Work Meeting in Vancouver
861080495	politics, business, recreational, family, Seattle trips
864351665	Preach the Good News of Gods Kingdom in Washington to the Hearing Impaired.
861261794	recreation AND medical appointments (about 50/50)
864387821	recreation, errands, shopping
877572106	Recreation, visit family, medical, shopping
868197893	recreational
888004867	Recreational activities, visit friends, errands, and travel to/from work (depending on spouse work scheduled).
863062593	recreational, medical, shopping
876759666	recreational, medical, visit family, errands
864396030	School
877785323	school PSU
861536314	school/work
863247815	Seattle
867200888	several of the above, several times a year
864373325	several of these
870102609	Shopping, visiting friends, recreation
862418693	Shopping and trips to portland for recreation
862375771	Social activities
856870273	This is a poor question it doesn't allow for more than one choice
864421505	this question should allow multiple selections, my crossings vary they are never consistent: i would select all except deliver freight or goods.
864225230	To & from work; also recreational activities
864296252	to and from work at 3AM no car pool or buses running
864013542	to and from work, visits, and shopping
859538813	to attend Mission Portland Singles dance
871883273	to delivery my labor to the consumer of my services
871646354	to fulfill child custody arrangements
861082036	to get home, only route to Hayden Island
861528137	to get to Highway 30
868767114	To get to the 405, then to US 26, then to Seaside weekly.
863006085	to get to the other side
861222845	To go to Seattle
865285956	to my job, and am on call to Emanuel Hospital
860466366	To pick up wide or oversize loads and escort them.
861732460	to volunteer or attend non-work related meetings
868998034	Travel between homes.
864303862	travel for work but not to work
864260586	Travel for work to meetings/conferences
881517698	travel to and from work and entertainment/recreation
851953751	Travel to cabin in WA
861175513	Travel to Puget Sound area
870171508	travel to Seattle
869394635	Travel to Seattle & Canada
868741065	Travel to Seattle area
872101918	Travel to Seattle, or to athletic games in Wash. with the grandchildren.
856517865	Travel to use art studio facilities and take care of errands
873285317	Traveling to upstate washington

Columbia River Crossing Tolling Study Write-in Response Report

Respondent ID	Multiple Choice Question #4 - Generally, for what purpose do you use the I-5 Columbia River bridge? (choose one)
859273190	Trip to Seattle or Canada every few years
855312140	trip to Vancouver to our branch office or Seattle
862616751	trips
861990199	Trips to Canada
867265032	truck related issue
864360176	Used to commute daily; moved out of area
869721312	Vacation Travel
865284895	Various
861163861	Various geographic points of curiosity in Washington
863908682	visit family, educational and recreation
864301533	visit wth friends and shopping
863825409	Visiting, Errands, Apptmnts, Recreational
864299447	visiting, errands, recreation
868478668	Volunteer activities
863078203	Volunteering
866752803	volunteering in Portland, would end with toll
861240823	volunteering, misc
861085248	We do most of our shopping in Vancouver and my doctors/dentists and medical labs are also in Vancouver.
867206587	work
861250719	work AND shopping in equal amounts
895999194	Work- and volunteer-related meetings
879199753	work commute, visit family, errands and shopping
860384728	work related activities, medical and shopping
863829078	work related and personal - Not fair in survey to only pick one. ridiculous...
886805284	Work Related Business
862302879	Work related travel by day, entertainment at night
863940447	work, attend church
862942028	Work/church
864259722	would not shop Portland due to toll fees, especially downtown
868597062	Your momma

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864415653	A wide bike lane that IS NOT ON A DECK BELOW THE BRIDGE!!!
856036790	additional transportation sources
863872942	adequate bike facilities in Jantzen Beach area
866124200	alternate trasport. promotion, regional road maintenance
863033150	An improved, wider bike path would really help cyclists
864465268	Bicycle / Pedestrian access and improvements
861259314	Bicycle bridge
867479758	Bicycle infrastructure
860997702	Bicycles should also be tolled as a part user.
861459124	bike access
868301077	Bike Lane
860291701	bike lanes
875761434	BIKE RIDING AN WALKING
855484781	Bike/ped improvements and neighborhood mitigation
864337115	Bike/pedestrian lanes
861490496	Biking facilities as well as transit
861659560	Bridge Maintenance!!!!!!
863856258	Creating a much safer bike/pedestrian path
869033753	Encouraging alternate transportation modes like cycling
863829226	encouraging bicylce use and walking
864577175	enhanced bike/ped access between city centers of PDX and Vancouver
851948907	Ensure security for increased bike and pedestrian use
875698554	fund bicycle lanes and safety
895999194	Funding maintenance, security, and amenities for pedestrians and bicyclists
861961211	funding of program development to impose tolls on bicycle crossings (share the road = share the cost)
862672276	improve bicycle and pedestrian footpath
863809246	Improve bike and ped facilities
861080518	Improve bike and pedestrian access ramps and facilities on the bridge.
863899594	Improve bike lanes
863812806	Improve bike travel, add light rail transportation
863895818	Improving & incenting bicycle, pedestrian, public transit use; reducing metro area carbon footprint
861101654	improving bicycle and pedestrian access
861252371	improving bicycle pedestrian facilities
862281207	improving ped/bike connections
869679911	Improving pedestrian and bicycle access across the I-5 bridge
864334067	incentives for bike/ped use
861238938	Incentives for cycling and walking, while maintaining bicycle and pedestrian facilities.
861238838	Incentives for cycling and walking, while maintaining bicycle and pedestrian facilities.
861997134	Increasing bicycle traffic across the bridge, to be used on the existing bridge with structural improvements.
864462882	Increasing bicycle use
853129297	Increasing bicycle use; reducing per capita trips overall
853032843	Increasing bicycling
870149050	Increasing bike use
861889598	increasing biking
871683129	Increasing biking, pedestrianism, and staying home/combining trips.

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870549584	new bike lane
862511111	Paying for facilities for bikes, walkers and other active transit users.
857016494	paying for the service and maintenance on the bridge bike/ped paths
851999054	preserving the bike lane on the bridge
861841703	Provide a Bicycle Lane and fund advertisements to support increases in gas tax to pay for transportation infrastructure
861091831	Provide access to crossing for bicycles and to maintain such crossings
877572106	provide pedestrian right-of-way
852830293	Providing a safe and efficient pedestrian and bicycle infrastructure
864439953	providing better bicycle access
861031609	providing incentives to bicycle
849542020	Providing incentives to bike/walk
869192250	Providing incentives to use bicycles or motorcycles.
866466057	providing safe bicycle access to crossing bridge
860865831	Putting in a bicycle path not below the main traffic deck.
879828368	safety
853397761	safety and security of project pedestrian and bike facilities
863920792	safety and security of the pedestrian walkway
861879701	safety for pedestrians and bike - patrolled.
863829934	Add Light rail to I-5 and I-205 WA locations
852956840	Alternative options to a larger bridge.
868287911	Assume transit use includes light rail...
866048694	better options for people who work nocturnal shifts
870114859	Bring Light Rail across Columbia
865319392	bring MAX line to Vancouver!
884100890	bring the MAX over the river so WA doesn't have to drive to Portland
852293857	Build and bring light rail to Vancouver it fed. starts \$ isn't available - we need it, I'd use it
892089257	building light rail to vancouver
881281679	Creating a standalone bridge for alternative transit options while leaving the existing bridge in place
870297777	creating and maintaining a multi-modal facility
861053624	Extend light rail throughout the region
864255139	Extend max into vancouver
866352485	extend MAX line from Portland to Vancouver
863861619	Extend the Max line
853465855	Extend the MAX line into Vancouver
863839658	Extending light rail
864989302	Extending the light rail to NORTH Vancouver
865592907	Financing Light Rail across the river into Vancouver
862418693	For bolth improving the highway and better transit use
856149128	for public transit, bike lanes and other sustainable options of transportation from OR into WA
861089774	funding / promoting mass transit
863810299	Funding/revenue towards mass transit options between Vancouver and Portland
871860363	Have Portland light-rail run into Vancouver, Washington.
864459330	Help pay for light rail installation.
863829262	improve light rail connections
872312105	Increasing Light Rail use.
873055917	Light rail

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872265141	Light Rail
871816732	Light Rail
868581876	light rail
883459082	Light rail
863814110	Light Rail across the river
863818589	Light Rail between Portland/Vancouver
871388047	light rail connecting vancouver to portland
861873501	light rail/biking
861079596	Limit tolls to the capital cost and M&O of the bridge only.
869309154	Make FAST Transit available from my area.
863921613	mass transit
864784685	mass transit
895921132	Mass transit alternatives such as trains and efficient buses
852475977	mass transit and bike lanes
863900075	mass transit systems (light rail)
867299670	max
861478183	Max Line
863819259	MAX Line connection loop Expo Center up I-5 to SR 500 across to 205 south to Airport
866924250	Maxx to Vancouver
866033394	other mass transit options
879631911	Pay for Light Rail
864225230	Provide Light Rail service to Vancouver
892980669	providing light rail across the river that i'd prefer to use...and all of the above
864735393	providing mass transit
853460619	public transition and bicycle transit improvements
863250024	Public Transportation Mass Transit
883168164	Region-wide transit and alt-mode infrastructure after the bridge is paid off
861974568	Replace bridge & increase transit use.
863127503	Replacing the bridge AND developing light rail
876090982	Special Use for rail and tonnage transfer + pedestrian / shuttle city center to city center
851567823	to improve transit infrastructure
852416863	Transit needs to be more affordable for all
872775559	trimet service, bus transit, bike and ped lanes
871057823	would prefer NO tolls but, to reduce traffic for those who do not WANT to take mass transit or cannot!!
866768225	As needed and determined by the maintenance crew or admin
861179424	Bridge maintenance - not new bridge!
867583498	build and maintain bridge ONLY! none of the other yuppy crap!
865593723	Future maintenance. Keep tolls in place forever.
866034077	Long term maintenance
863956160	Maintain the existing bridge
866435163	Maintain current Bridge
870087388	Maintaining bicycle/pedestrian safety & cleanliness, subsidizing mass transit costs.
863855733	Maintaining roadways in OR that WA uses, but doesn't pay for
866134617	Maintaining the roadways, much like the East coast
870671517	maintenance
894316007	maintenance and security
858498047	Maintenance and security programs for the pedestrian and bicycle pathway

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875396947	Maintenance on the road/Bridge
853564841	Maintenance, and security for bike/ped
855572734	Maintaining the bridge once it's built
852354466	Ongoing maintenance once project is completed.
869413974	Only for repairs and maintenance.
848996578	Providing money for future maintenance and repairs
862302879	Replace the bridge, pay off the bridge, then reduce the tolls and use for maintenance, transit, etc. but tolling should not penalize workers who must commute during normal work hours (peak times)
861194000	Replacing the bridge and its maintenance
870280622	Save for future bridge improvements or replacement
864270792	TAX PAYER FUNDS BUILT THE BRIDGES AND SUPPORT MAINTENANCE, THE STATES ARE OUT OF LINE TO CHARGE TAXPAYER TOLLS IN ADDITION. TIME TO CUT THE PET PROJECTS OF LEGISLATORS AND FUND THE PUBLIC NEEDS. LEGISLATORS SEEM TO FORGET THAT THEY ARE HERE TO SERVE THE MAJORITY, NOT THEIR OWN SPECIAL PET INTERESTS. I WILL CONSISTANTLY VOTE AGAINST ALL TAX INCREASES UNTIL I SEE TAXPAYOR NEEDS COMING FIRST, EDUCATION, FIRE, POLICE, CRIME PREVENTION, ELDERLY SERVICES, TRANSPORTATION. AS LONG AS LEGISLATORS CUT THESE SERVICES WHILE CONTINUING TO FUND THIER INDIVIDUAL PET PROJECTS THEY ARE OUT OF LINE IN ASKING THE VOTERS FOR ANY MORE.
857306241	Upkeep on the bridge
861201596	A supplemental 3rd bridge connecting 2 ports
864369526	A THIRD BRIDGE!!!!!!!!!!!!
865976999	Add another bridge at 192nd and leave I-5 alone.
861099501	Add Traffic Lanes For Cars & Trucks!!!
863908901	adding more bridges across the columbia
864768404	Alternate routes
862938690	build a 3rd bridge between the two or east of I205
863850830	build a 3rd bridge in between I-5 and I-205 for camas and 164th traffic
869781165	Build a bridge from Troutdale to Camas/Washougal area.
867546980	Build another toll bridge
864311838	Build new bridge at 33 ave tie in at Andresen in Van.
863391628	Building a 3rd bridge, terminal to terminal
864226351	building a new bridge east or west of I-5 where population is & as a bypass
869010272	building a supplemental bridge next to the current I5 bridge
864291292	Building another bridge
890839318	create a third bridge - cross 164th or 192 to Troutdale
864424548	Encourage building of 3RD bridge from East Clark Cnty to PDX
852269597	FREIGHT TRUCK ROUTES
862267262	I think there should be an additional bridge rather than replacement of the old one.
854411348	improving rail freight options
854324457	Keeping the existing bridge as is, and building a new bridge (non-freeway, surface street type bridge) that would be more pleasant for bikes, pedestrians, and people who don't need to be on the freeway but only want to cross the river to vancouver
864218163	Make another bridge to cross
865889104	need bridge closer to camas/washougal area
874004205	Need to put in another bridge just south of Ridgefield WA for truck traffic and to bypass Portland

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873004405	New west side bypass freeway; Van. - Beaverton area -I-5 Jct near Wilsonville (Tunnel under Columbia River)
864418454	place a bridge from camas to gresham, it would help I-205 congestion greatly and possibly help I-5
865760023	save money for another bridge on the west side of I-5 that includes a complete loop of 205.
863864285	Saving for another bridge west of this one.
861074225	sinking fund to repay bonds and create fund for additional river crossings
854926281	There are many ways to fix the traffic problems without replacement of this bridge, why not make the left lane an express lane with no changes from Lombard to SR500 and enforce existing traffic laws. The problems are so simple why make the solution so costly? Why replace the bridge build another that would take traffic from NW 119th across to 30
862625016	Where did you dig up your engineers and planning committee? Obviously they do not commute to Vancouver or they would know that the I5 bridge is not the problem (I would know, I spend hours every day in traffic). The problem is a lack of alterior roads on the OREGON side. I'm sure your BILLIONS of dollars could build another highway which connects I-5 to 205 or further to Gresham. A Rosa Parks express way perhaps? Or continue 405 eastward. Or, if you insist on a bridge, atleast give us ANOTHER one, don'tjust replace it! What a waste of money! Connecting Gresham to the Camas area would be genius. Or maybe around the Frenchman's Bar area or Ridgefield?
863848367	Allow people paying toll to designate money to favorite charity of their choosing.
883174037	Build shelters for stray dogs.
864378279	Buying food for the unemployed who can't cross the bridge now.
870876344	Creating jobs for Oregon and Washington
870893673	creating jobs in WA and Oregon
861840669	Encouraging businesses to locate branches/facilities on the WA side of the river
864445515	Increase job opportunities in Vancouver!
863026607	Increasing job opportunities in California and Mexico
867347339	jobs
868218123	keeping Oregon jobs for Oregonians
871004900	Mitigating environmental issues that may arise
867603987	motivate economy on the washington side of bridge.
873194175	Pay for any needed fish/wildlife mitigation due to bridge replacement.
872185604	Promotion of birth control to reduce population and traffic
861496203	Provide feedback to users on the value provided by the corridor
853018506	public schools
864892618	to shop, visit family and friends, Caregiving jobs.
866374180	Absolutely NO tolls at all!!! I pay taxes to Oregon to work there and then taxes to Washington State to live there, own property and buy essentials AND I pay taxes to the IRS as an American. I ALREADY PAY ENOUGH!!!!!!!!!!
880951977	Add to the gas tax, not tolls- fund transit use
861082812	Added Reg Fee (\$5) Clark & Mult Counties Until Paid Off!
865490738	After the new bridge is built, hopefully larger and with the oregon traffic bottleneck removed, I feel the toll should be removed, because it slows down traffic accross the bridge.
871747601	against tolls
861069998	An option that does not require tolls is preferred - DOWN SIZE
868474641	Bring the bridge design cost down to a level where Tolls are not required.
862231866	Build within a "non toll" budget!
859268234	Can't afford tolls, find another way

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868789743	Can't imagine having to pay tolls to get to and from work.
864668587	Disagree with tolls.
861483104	Do not add Tolls.
863808230	Do not agree with tolls
872976229	do not approve
864463957	Do not believe there should be tolls on I-5
867193736	Do not support to;;s. Fuel tax is better method
871390275	do not support tolls
857764351	DO NOT TOLL THE BRIDGE
885562056	Do not toll the bridges
863887853	Do not toll this bridge. Find other ways to raise the money!!! Good grief we pay enough taxes as it is
866135966	Do not use tolls, cut out light rail. just build bridge
857779741	DO NOT WANT TOLL
863851754	do not want tolls
869888529	Don't add tolls
871180086	DON'T AGREE WITH A TOLL
865284895	Don't agree with adding tolls
878398191	Don't agree with paying for the bridge with tolls.
882089487	Don't agree with the use of tolls. Especially if port owned.
861149458	Don't agree with tolling solution.
863836309	dont believe there should be a toll
850134353	Don't build a toll bridge
880569590	Don't build it if we can't afford it, or build just for vehicles
867701435	Don't build the bridge at all until this economic crisses is over.
863822643	don't charge a toll, figure out something else
874810500	don't have them
867332403	don't in favor of a toll
871887995	DON'T SUPPORT TOLLING
859853984	Don't support tolls.
885673049	DOn't think there should be any tolls
864654534	Don't think there should be tolls
863828201	Don't think there should be tolls
857886068	don't think there should be tolls
867137485	Don't think they should toll.
860681339	Don't think you should toll bridge, or even replace-fix it when needed and deal with congestion!
860328052	Don't Toll it.
871200861	dont use the tolls idea
861541859	don't want to pay tolls
862260001	DON'T WANT TOLLING AT ALL AND DON'T WANT MAX CRIME EITHER
863820395	dont want tolls
869967363	Don't waste the money in this economy. This is a b.s. question as you do not allow people to say they are against this.
860664114	Find non-tolling revenue source or wait till funding available
865307529	how about NONE of the above. NO TOLLS. USE THE MONEY YOU ALREADY TAKE FROM THE TAX PAYERS
890973427	How 'bout...no freakin' tolls!
865569370	I 100% do not support tolls on an Interstate bridge.

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863890820	I am adamantly opposed to tolling, which will increase greenhouse gas emissions and any bridge that will need to dredge the river in many spots, which can harm salmon spawning upstream.
866007149	I am against a toll that is what taxes are meant for
864281816	I am against ALL tolls for the bridge. This is a main western U.S. corridor, so state & federal funding should cover ALL costs.
867160446	I am against any form of tolling
886471282	I am against charging a toll for interstate travel.
863816194	I am against tolling
861755050	I am against tolls
860134091	I am against tolls and I will vote against any tax to get light rail as part of the package
869839127	I am against tolls on the bridge
863899126	I am against tolls. Use gas tax, cig tax, liquor tax instead
855677128	I AM NOT CONVINCED THERE SHOULD BE A TOLL OTHER THAN TO PAY FOR BRIDGE ITSELF
869232785	I am not in favor of tolls
889079228	I am opposed to ALL tolls
864901814	I am strongly opposed to tolls.
870234310	I am totally 100% against tolls of any kind
867292126	I am TOTALLY against tolls ... this is a 'PUSH' poll question
866248165	I can't afford to pay a toll to go back and forth to work each day!
864613819	I completely disagree with fining people who need to commute for work
853860809	I completely disagree with the toll concept
878630825	I disagree with the need for a new huge bridge and any tolls
863810426	I disagree with the new bridge plan!!!
863078203	I disagree with tolling
861062722	I do not agree with tolling the bridge, period.
862468405	I do not agree with tolls for the bridge.
868403776	I do not agree with tolls.
861095405	I do not and can not support tolls in this economic environment
864422570	I do not believe there should be a toll!!
864225821	I do not believe there should be tolls
861505936	I do not believe there should be tolls
852022006	I do not believe we should have a TOLL!!! There are already government funds to upgrade our highways.
861460614	I do not feel there should be tolls. Many people may have to quit there jobs if they are too high. Then it hurts the economy because then they can't buy as much without the income.
863676787	i do not like tolls
872272504	I do NOT like tolls!!
864221038	I do not support a toll
868302994	I do not support bridge Tolls
865327176	I do not support the toll
861994741	I do not support the toll
863120000	I do not support Tolls
864638602	I do not support tolls
864402656	I do not support tolls as a way to finance this project
863829014	I do not support tolls being collected
861752891	I do not support tolls in any form whatsoever.

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861826714	I do not support tolls of any kind - I would opt to not support carpools/transit use/bridge replacement
896753847	I do not support tolls of any kind.
853137863	I do not support tolls.
864268607	i do not think it should be tolled!!!
868407496	I do NOT think that tolls should be used at all!
870714976	I do not think there should be tolls
855628601	I do not think there should be tolls on the I-5 bridge
862921785	I do not think there should be tolls.
878740951	I DO NOT think tolls OR MAX should be implemented... we did NOT VOTE TO EXTEND MAX INTO VANCOUVER AND DO NOT WANT IT.
867431326	I do not think tolls should be used at all.
868567030	I do not think you should toll the bridges
886182638	I do not want a toll!
864403618	I do not want to see any tolls, you get enough in taxes
864413290	I do not want tolls
862202826	I do not want tolls
861220338	I don't agree setting a toll on I-5 where we have major commerce traveling, persons commuting to work, to school, is a benefit. I do not want to see a toll it will cause more congestion on other roads.
868522793	I Don't Approve of a toll
877397436	I don't believe a toll should be charged on any federal interstate system road or bridge.
864031634	I don't believe in the toll and I think it's a grotesque waste of funds to replace a perfectly good bridge.
877045641	I don't believe there should be tolling -- see comments
863211276	I don't believe tolls should be collected
856066649	I don't believe tolls should be enforced.
872175165	I don't believe tolls should be used.
865120152	I don't believe you should charge any toll. We pay enough to governments now.
866540194	i DON'T FEEL TOLLS ARE NECESSARY
863844137	I DON'T GET PAID ENOUGH TO NOW PAY TOLLS--THIS WOULD BE HORRIBLY DETRIMENTAL TO ME, PERSONALLY
864334293	i don't like toll roads. if the people didn't vote for it don't build it then make them pay later, what about people new to town? They might not have money for the toll.
860751415	I don't support a toll bridge at all. This is why we pay taxes, to improve the roadways.
864360543	I don't support tolling at all
868342244	I don't support tolls
855970260	I don't support tolls for any of the above uses.
863751163	I don't support tolls for any reason
848581396	I don't support tolls of any kind
868798240	I don't support tolls.
864270272	I don't think a toll should be required
869443837	I don't think I should pay a toll. I live in Washington and work in Portland so I pay Oregon state income tax. My tax is my toll. Why should I pay state income tax and a toll? I was told my income tax goes to road improvement for the roads I use when working in Oregon. We should start making Oregonians pay sales tax in Washington and use that for the bridge replacement.
859958349	I don't think that tolls need to be imposed, Just build a cheaper bridge
872267270	i dont think there should be a toll

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865501138	I don't think there should be a toll
864860930	I don't think there should be a toll
859120067	I don't think there should be a toll
868405464	I don't think there should be a toll at all.
864261752	I don't think there should be a toll on an existing bridge
866906897	I dont think there should be a toll!!!
870102609	I don't think there should BE a toll.
869348227	I don't think there should be a toll.
868860713	I don't think there should be any tolls.
870308938	I don't think there should be tolls
867759417	I don't think there should be tolls
866881039	I don't think there should be tolls
864091217	I don't think there should be tolls
863809562	I don't think there should be tolls
851607351	I don't think there should be tolls
871497392	I don't think there should be tolls on the bridge.
867058727	I don't think there should be tolls.
874636722	I don't think they should have a toll bridge
895994116	I don't think tolling should be used at all
864351665	I don't think tolls should be implemented to earn revenue.
862829784	i dont think tolls should be used
870430590	I don't think tolls should be used
868470692	I don't think tolls should be used
872101918	I don't think tolls should be used and I think the price of the bridge is way too much.
863297846	I don't think tolls should be used at all.
864659871	I don't think tolls should be used on this bridge.
863853634	I don't think tolls should be used on this bridge.
866951437	I don't think tolls should be used.
864808631	I don't think tolls should be used.
868173116	I don't think we should have a toll bridge accross I-5 Columbia River.
864315635	I don't think we should have tolls, they get enough money from taxes.
865281659	I don't think you should put a Toll on the bridge!
864383211	I don't want to pay a toll.
864387821	I don't want tolls on the bridge.
866302383	I don't want tolls. Period.
866060932	I hate tolls for highways
854879372	I like how you have already decided that tolls will be used despite public opinion. You are all liberal fascists.
863830040	I oppose any kind of Toll.
860857770	I oppose tolling here.
870901180	I pay enough in taxes to Oregon to pay for 3 bridges
864894702	I resent the presumption of tolls in the question.
870903855	I THINK A TOLL IS THE WRONG IDEA. WHY SHOULD THE PUBLIC HAVE TO POUR MORE MONEY INTO THIS BRIDGE OTHER THAN THE TAXES WE PAY CURRENTLY.
864001828	I think that Oregon and Washington are NOT toll states and should NEVER

**Columbia River Crossing Tolling Study
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Respondent ID	<i>Multiple Choice Question # 5: Tolls on the I-5 Columbia River bridge along with state and federal funding, will be used to help replace the existing bridge, improve the highway, and operate and maintain it into the future. Which of the following do you think tolls on the I-5 Columbia River bridge should be used for? (choose all that apply)</i>
864010334	I think that Oregon and Washington are NOT toll states and should NEVER be toll states. If you like tolls then move back to California! As far as question 6 goes, when you state that there will be no toll booths, that is just B.S. And pure misinformation. Not every vec. will have a transponder to go thru the no booth gate.
866352822	I think there should be no tolls.
867770825	I think there should not be any tolls.
861892728	I totally disagree with tolls
870942193	I want neither tolls nor a new bridge
870194995	I will not pay the toll. I would rather drive through Longview!!!
870063414	i will not pay tolls
870063265	i will not pay tolls
865547319	I won't use it very often if tolls are used.
868108842	I would avoid the tolls
867197619	I would like to not see a toll.
870099832	I would prefer no tolls as Portland and vancouver rely on eachother. My company has offices both in Oregon and Washington that work hand-in-hand.
859046121	I-205 was built without tolls, so can I-5. We can have bridges without tolls if \$Trillions were not misspent in the Middle East!
858465492	If tolls are needed, the project is too expensive - cut your costs such as get rid of light rail
868448802	If we need tolls we do not need a bridge No loot rail either
861222845	I'm against the bridge and against tolls
865715988	I'm against tolling for any reason
861648959	I'm against tolling.
876159481	i'm against tolls, they are regressive
867475900	I'm not in favor of a toll
864519696	I'm not in favor of any tolls
863852890	I'm not supportive of a toll. At one time the toll would go away when the bridge is pair for. That does not happen anymore, look at the Hood River Bridge
867599108	I'm totally against tolls
879199753	I'M VEHEMENTLY AGAINST TOLLS AND A NEW BRIDGE!!!
864376355	in a time of recession we have no business building a bridge that is so expensive. Has it not dawned on this state and government that Oregon has the highest unemployment rate. Who are you going to toll if no one can afford to work across the river?
867321597	It should not be tolled.
863826528	It should not be used. Oregon takes 9% of my income for no services now. It should use that money to pay for the Bridge.
864636659	IT SHOULDN'T HAPPEN
871811415	It would be a huge mistake to impose a toll
869109436	Loaded and Biased question - no tolls!
864790831	Local people should not be taxed by tolls to pay for a federal bridge.
866775048	Make less elaborate bridge, no tolls
861219498	Missmanaged - another tax
861375434	Most likely the toll will raise more money than is needed for replacing the bridge and future improvements. Where will all that money go? I don't trust the idea.
864480436	Most people can't afford a toll and are already living day to day.
871859588	My income tax from OR should be used, not a toll.
863857303	My three answers to tolls are No, No, and No!!!! It is a federal highway and 90% of the funds should come from the federal government. There should be no tolls!

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863813819	NA- do not support tolls for local commuters
872254107	Never
879562144	no bridge toll PERIOD
864391799	No damn tolls. question shows survey bias.
871625854	NO F_ING TOLL!!
863164391	NO GODDAMN TOLLS !
869685593	No light rail, no tolls - no way
855256164	No new bridge
861545404	no new tolls
861545007	no new tolls
872182415	NO TOLL
871928276	no toll
870114634	No toll
869622641	No Toll
869325550	no toll
868284907	No Toll
866537917	No toll
865419052	No Toll
864643152	no toll
864497095	no toll
864291277	no toll
864266450	No Toll
863840152	No toll
862942028	No Toll
861556466	No toll
861025007	NO TOLL
855341109	no toll
871025039	no toll - we're taxed enough!
866360841	NO TOLL !!! Quit wasting \$\$\$ on stupid stuff, you would'nt have to toll
848437002	no toll at all - there should be monies already in the budget to improve the highways and bridges
864902060	no toll find some other way to pay for it
868509854	no toll I already pay oregon tax
866518962	no toll it's our funds paying 3 xs fed stateand tolls NO
863828115	NO TOLL NEEDED / IT'S STIMULUS WORK
862989596	No toll on I5 or I205
882982837	no toll or small toll.. I pay Oregon taxes adn now I have to pay to get there
881693576	NO TOLL PLEASE. Actually, the current bridge is fine.
866498227	No toll should be imposed
871159200	no toll should be levied. Traffic congestion is already the problem
869938822	NO TOLL- WE PAY INCOME TAX IN THIS STATE!!!!
882779126	no toll!
867907837	no toll!
861089190	NO TOLL! NO TOLL! DO NOT REPLACE THE BRIDGE!
855724772	No Toll, find another way
869672585	No toll, find some other way, like federal funding
881366782	No toll. I will refuse to go to Portland.
871420115	no toll. our tax dollars are enough

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868480919	No tolling OR benefits by taxing workers and increasing sales for their businesses. The state of OR should fund the bridge entirely
872473326	NO tolls
863867339	no tolls
863824543	NO TOLLS
894526950	NO TOLLS
888959212	NO TOLLS
886913084	no tolls
886004408	no tolls
883218714	No tolls
883017059	no tolls
881409163	NO TOLLS
881356756	No tolls
879811340	no tolls
878752072	NO TOLLS
877892710	NO TOLLS
877368979	no tolls
876336851	No tolls
875502877	no tolls
874127389	No Tolls
872343104	NO TOLLS
872279127	No tolls
871884668	No Tolls
871658120	NO TOLLS
871532957	No tolls
871514934	no tolls
871418584	NO TOLLS
871155973	NO TOLLS
871008079	NO TOLLS
870612794	No tolls
870402241	No tolls
869614131	No tolls
869590744	no tolls
869449772	No Tolls
869238653	no tolls
869234654	no tolls
869212150	NO TOLLS
868977748	no tolls
868977211	no tolls
868916319	No Tolls
868312801	no tolls
868058793	No tolls
867992825	No tolls
867839925	NO TOLLS
867665868	no tolls
867451889	No tolls
867149914	no Tolls
867146085	no tolls

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867139621	NO TOLLS
867044985	NO TOLLS
866951863	No Tolls
866899443	no tolls
866447417	no tolls
864717431	No tolls
864650628	NO Tolls
864608031	no tolls
864546612	no tolls
864500163	no tolls
864484368	NO TOLLS
864436388	No tolls
864340089	No tolls
863986833	no tolls
863979837	No tolls
863940447	no tolls
863887035	No tolls
863869041	no tolls
863815903	no tolls
863814177	no tolls
863532969	NO Tolls
863034724	no tolls
863006085	no tolls
861865026	no tolls
861448453	no tolls
861439251	no tolls
861108255	NO TOLLS
861093326	NO TOLLS
861064428	no tolls
860662069	NO TOLLS
860451891	NO TOLLS
860320128	No Tolls
860287155	No tolls
859544426	no tolls
856843271	No tolls
856831399	no tolls
855708309	NO TOLLS
853532338	NO TOLLS
862624433	NO TOLLS FALSE Choices. It will kill our economy!
886416547	no tolls -- either all federal funding (interstate commerce) or no new bridge
860426468	NO TOLLS - get the \$ from other overly abused government programs
863260577	no tolls - greedy state, stimulus money has already been put aside for this project dont take any more of MY MONEY you GREEDY BASTERDS
864326063	No TOLLS I already pay tax for working in Oregon and I live and shop in WA so I pay sales tax!!! NO MORE FEE'S
858603049	NO TOLLS- I've paid gas taxes for the government to build the bridge. Let the Feds pay for it!!!!!!!!!!!!!!
877500984	No Tolls - the feds should fund this endeavor completely

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865418684	No Tolls - we pay enough Oregon tax and don't even live there
861238313	no tolls !
861716920	NO TOLLS !! It's a Federal Bridge Let them pay for it Tools historically never go away, this is unfair!
867577715	NO TOLLS !!!
866135345	no tolls and no bridge. Build a Max line bridge only to reduce congestion
861458169	No tolls are necessary.
864637746	No tolls are needed
872379596	no tolls at all
871823690	NO TOLLS AT ALL
866758836	No tolls at all
863014966	no tolls at all
863807411	No tolls at all please. Cut some pork barrel spending
850323595	no tolls at all!!!
858730997	NO TOLLS AT ALL!!!!!!!!!!
882699598	NO tolls at all, if it can not be funded with out toll do not build it. What happens when the bridge is build the bottle neck will be at the 405 interchange. How long will it take for Oregon to upgrade than area.
897200834	no tolls for work commuters
858570785	No Tolls hardship on workers
863771744	NO Tolls I already give Oregon 9% of my wages live in WA
862027186	no tolls I-5 links Canada to Mexico for commerce
859538813	no tolls if possible
869025140	no tolls needed, get it funded appropriately at Federal level
864661089	NO TOLLS on a bridge that will have the same number of through lanes each way!
851527249	No tolls on an Interstate Bridge!!!! What are you thinking!! Toll and you will face a huge lawsuit for 2 state's mis-management of Hwy funds in not being able to get the main Mexico to Canada route toll-free like the rest of the country. How about NO traffic to pay the tolls? Can you say Boondoggle? Who is running this committee? Vera Katz and PGE Park??
886073774	No tolls on existing interstate bridges
868404737	no tolls on tax payers
867571584	No tolls on the I-5 Columbia River bridge for any reason.
862666995	no tolls or add cost to travelers they pay to much in taxes now
869440213	No tolls pay for it with the money your already collecting
871418804	no tolls period
859968866	No Tolls period
867112109	NO TOLLS PERIOD!!!!!!
872411472	No Tolls Please
864057816	No tolls please
859005660	NO TOLLS PLEASE, it will kill my business, my clients will stay across the river.
872495314	No tolls please. Stay within the federal money for a budget. We don't need a landmark.
863814088	no tolls required.
859662563	No tolls should be charged!
857686605	No tolls should be charged!
868194145	No tolls should be charged. It is an Interstate freeway and commerce needs to flow freely between states.
871089243	No Tolls should be collected
863876663	no tolls should be collected

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864296252	no tolls should be collected taxes should cover all expenses
863870872	No tolls should be here as it's an interstate.
855870304	No tolls should be implemented
864867399	no tolls should be imposed we pay taxes to take care of these things gas tax was just increased
863889086	No tolls should be imposed, use tax money I give to OR each year to pay for the bridge, they take too much already
863826845	No tolls should be required.
881318439	No tolls should be taken!!
863962240	no tolls should be used
865640857	No tolls should be used.
858811376	No tolls should be used. Washington and Oregon should rearrange their state budgets to get proper funding.
876937834	No tolls should ever be applied on a interstate Bridge or highway. A new bridge may not be needed once the state of Oregon starts improving their section of I-5
874130949	no tolls State and Fed highway funds are already paid by taxes.
854887430	NO TOLLS- this is an INTERSTATE bridge and should be replaced by the Federal governemnt
861460918	NO tolls till bridge is built. only till paid off
861886411	No tolls unless it can guarantee that there will be no delays.
877768107	no tolls- use the lottery for this
848459469	No Tolls whatsoever
867488050	No Tolls would be preferable.
863837384	NO TOLLS YOU IDIOTS
871974711	NO TOLLS!
888264360	NO TOLLS!
878902637	NO Tolls!
867968867	no tolls!
864881403	NO TOLLS!
864535464	NO tolls!
864397897	NO Tolls!
864257038	NO TOLLS!
862839690	no tolls!
861061866	NO TOLLS!
856837679	no tolls!
855224497	no tolls!
851931647	no tolls!
869455953	NO tolls! Do NOT replace the bridge if tolls would be needed!
863895663	No tolls! There are better (and cheaper) options.
858842504	No tolls! You must be crazy!
868986969	No tolls! All the taxes I pay to OR should exempt me!
861275611	No TOLLS! Figure out how to fund it without tolling.
854873575	No tolls! If you have to toll it, don't build it.
861107259	No tolls! Smaller project planning to reduce cost.
869300124	NO TOLLS!!
864803997	NO TOLLS!!
864458065	NO TOLLS!! Will back up traffic!
860346831	No tolls!! This project should be funded by federal stimulus dollars.
871412079	NO TOLLS!!!

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861974609	NO TOLLS!!!!
865096047	NO TOLLS!!!!
863818608	NO TOLLS!!!!
854749295	NO TOLLS!!!!!!!!!!!! Not now, not ever! A small property tax hike for residents in Washington and Oregon should suffice!!!
864033026	NO TOLLS!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!
864329986	NO TOLLS, build what you have the \$ for
853148964	no tolls, drop the light rail scam that no one will use
855953245	no tolls, it is an interstate highway and should be funded
870933904	No tolls, period!!!!
865323201	No tolls, PERIOD!!!!
864382226	No tolls, please.
892083511	no tolls, raise the gas or road tax
863904441	no tolls, there is enough money it is just spent poorly and on the wrong projects
869294574	No tolls, this is not the East Coast
863845028	No tolls, traffic flow can be improved without replacing the bridge
849627981	no tolls, use federal stimulus money, get rid of frills
870792233	NO Tolls, We (The Taxpayers) Already paid for it!
867735809	No Tolls, There is a less expensive alternative.
868765081	NO TOLLS.
863822030	No tolls.
862101799	No tolls.
859993205	No Tolls.
861597719	No Tolls. We don't need the bridge that bad
859681237	NO TOLLS. CAN'T TRUST GOVT TO END THEM WHEN PAID OFF
852922497	no tolls. how about a question that says: do you support a toll on the I-5 bridge? this survey is rigged and biased.
863010286	NO TOLLS. SHOULD BE FUNDED ANY OTHER WAY
863812293	No tolls. Use highway funds from gas taxes.
864424171	No tolls. Period.
861424046	No tolls. Project scope is beyond a bridge.
858695848	No Tolls; feds should pay 90%. it's hwy system
864013542	NO TOLLS>>>> if the Federal gov't can spend billions of dollars on healthcare reform (for illegals and etc)....they don't need tolls on our bridges !!
863965271	no tolls---I pay enough Oregon taxes
892032262	no tolls--just remove light rail from the project. that will save lots
878694102	No tolls--take the money I pay Oregon in income tax and build the bridge.
863191881	no tolls--unfair to working commuters
893034736	none
884626621	none
884095275	none
877929502	NONE
874219702	none
870466260	NONE
869957235	none
869189967	None
868400809	none
866410830	None

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864790663	NONE
863887456	None
863877762	NONE
861116853	none
860338535	None
853444433	None
852828707	NOne
865669194	None - I oppose having a toll.
866752803	none - it would hurt seniors and low income
870061696	None - it's an INTERSTATE highway
872897562	None - NO TOLLS!!!!!!
866092338	None - Taxes should pay for infrastructure
862312596	None don't want tolls
867276157	None of the above
864706910	None of the above
865357906	None of the above - no tolls!
864303528	none of the above that is what we pay taxes for
865972971	None of the above, build a cheaper bridge and eliminate tools
871968949	None of the above, have Washington pay th upkeep.
879633165	None of the above, I am absolutely against tolls
864732754	none of the above, no tolls please
883051655	none of the above. tolling the I-5 is a horrid thing to even propose for the workers who use it.
862640315	None of the above. This I-5 bridge will not fix the problem in traffic jams or conjection. Put a new bridge down by Washugal/Troutdale and this will fix the problem but moving the traffic away from the downtown of Vancouver and Delta Park.
863849424	none of the above-I do not think tolls are a good idea
900955489	none provided
864261279	None- this is an Interstate hisghway and should have NO tolls. This will decrease tourism and business. this is ridiculous!!
859968397	NONE TOLLS OR ANOTHER WORD FOR TAX
862875218	none use the money we have already given you in taxes that you used for things other than transportation
874412621	none we don't need tolls
866905682	None! I do not want tolls!
865628280	None! Stop taxing us to death!
861141616	NONE! Build it in a manner it can be paid for w/o tolls.
881309025	NONE! I pay my tolls in heavy income taxes to Oregon already!!!! Tolls are UNACCEPTABLE!
872433991	NONE! NO TOLLS!
856021917	None, no tolls should be charged
861069773	none, there should be no tolls.
863883750	none, they should use the oregon taxes I pay every year to pay those costs.
882840086	None. NO Tolls!
864613563	None. We should reject tolls and focus on building an affordable bridge without all of the add-ons that are driving the cost up unnecessarily.
863936857	None. Is there to be no Federal Involvement?
866886556	none. no tolls! If Portland would learn to spend wisely, we wouldn't have to toll the bridge.
870185711	None. Tolls are bad.

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864338412	none; I am already paying taxes, I see tolls as being used for discretionary driving, my driving is not that (e.g. carpooling and transit are not possibilities in my job)
869394635	NONE--Do NOT support toll idea at all!!
886789956	none--NO tolls!!!
869800280	none-unless you toll both I-5 and I205
871005609	not
862700000	not a fan of tolls
864296120	not at all
851838448	Not be used at all
863865033	Not for tolls
858591290	not in favor of any tolls
865155603	not sure, not informed enough about these options
865650736	Not willing to pay taxes and tolls
876170220	Nothing - Delete tolls!
872360803	Nothing -NO TOLLS AT ALL
865620559	nothing why the bridge has been for serval years wht do we need a new one
864337808	Nothing. I am not in favor of a toll.
863857818	nothing. we are taxed enough
859125762	Notolls.
861129565	once bridge is completed no more toll. question #6 does not make sense
858470758	Oppose tolls
863824403	Oppose tolls to replace the bridge. Don't replace it!
867141575	Opposed to any Tolls. Use gas tax revenue.
864014777	paying my mortgage because tolls made me broke
863878356	Please do not add extra burden to the tax/toll payer
861516240	please no tolls
864426836	Quit wasting the tax money that's supposed to go towards this project, so we don't have tolls!
867752306	Quit trying to impose "penalties" just because Sam Adams wants it his way.
862816595	remove toll after bridge is paid for, and keep toll low
862816595	Rip offfffffffffff
868597062	Scroo your tolls
881420430	should be no tolls at all
871882492	should not happen
871723186	Should not have tolls
872293031	shouldn't be ANY Toll!
868973027	Shouldn't be tolls, with Clark County Oregon taxpayers being taxed without representation, they should just use these funds and then it probably would be paid for quickly.
861494773	Shouldn't be used, we pay enough transportation fees.
864360995	Stupid idea! This is just about trying to get more of our money! You can't fool us! You have not given sufficient evidence that this will decrease traffic. It is just another ploy to trick people into thinking they need to pay more money. What happened to the stimulus money?
871812161	take your tolls and shove them where the sun don't shine
864024662	The bridge should not be tolled (nice try not giving this option)
871389990	There better be no tolls at all.
855724459	There must not be any tolls!
864266390	There should be absolutely NO tolls on this bridge.
866361900	there should be NO toll
867052786	There should be no toll at all

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864481745	THERE SHOULD BE NO TOLL ON I-205.
870143755	There should be NO toll! All in the community benefit so all can pay via federal and state taxes.
872265990	There should be no toll, just another tax.
861381536	There should be no toll.
864375818	There should be no tolling!!!
875565250	there should be NO tolls
874157372	there should be no tolls
873276167	There should be NO tolls
865744096	THERE SHOULD BE NO TOLLS
864555763	there should be no tolls
850394199	there should be no tolls
861190828	There should be no tolls - PERIOD
872774667	There should be NO tolls for WA residents working in OR. We are already paying a huge tax burden in the form of OR Income Tax with no prorata share of service.
861166355	There should be no tolls, especially considering the bad economy. Seek alternate funding.
883918861	There should be no tolls.
868232155	there should be no tolls.
864295854	There should be no tolls.
863300441	There should be no tolls.
862865686	There should be no tolls.
862722602	There should be no tolls.
860576765	there should be no tolls.
864371296	There should be no tolls. It will kill commerce.
862802513	There should be no tolls..
868178226	There should no toll. Congestion at the Toll Plaza will only increase green house gas emissions.
862526930	There should not be a toll to use a public bridge.
863830722	There should not be a toll!
848156760	There should not be a toll. My Wife and I can barely afford to work in Oregon as it is, but this will put us over the top!!
864688083	there should not BE any tolls
864769510	there should not be ANY tolls on a Federal Highway.
863822735	There should not be any tolls on the I-5 Columbia River bridge
861848293	There should NOT BE ANY TOLLS!!!!!!!!
869424114	there should not be tolls
869294675	There should not be tolls
864261263	There should not be tolls
864026211	There should not be tolls
863837766	there should not be tolls
863849433	There should not be tolls associated with this briidge
865162259	There should NOT be tolls!
864444802	There should not be tolls; many people don't have carpool opportunities
863840387	There shouldn't be a toll at all
868363860	There shouldn't be a toll or the toll should be dropped once the bridge is paid for
862929337	There shouldn't be any tolls
867574164	There shouldn't be any tolls - we pay enough already
864408055	There shouldn't be any tolls period.

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Respondent ID	<i>Multiple Choice Question # 5: Tolls on the I-5 Columbia River bridge along with state and federal funding, will be used to help replace the existing bridge, improve the highway, and operate and maintain it into the future. Which of the following do you think tolls on the I-5 Columbia River bridge should be used for? (choose all that apply)</i>
857319791	There shouldn't be any tolls. Why not wait to see how the widening of I-5 along Delta Park area improves traffic congestion.
875686459	there shouldnt be tolls
869839406	There shouldn't be tolls on the bridge
864280338	There shouldn't be tolls on the bridge
863790228	there shouldnt be we pay enough taxis on things fircure out other way to pay for the things washington and oreogn needs
860099569	There will be NO tolls!!
876446489	there's no place to put tolling, the backup will be ridiculous. We need some type of monthly pass for regular bridge users that will keep traffic moving. Trucking also can't get stuck in that muck!
877482783	They are not necessary.
864412841	They should not be charged. This is an interstate commerce issue and to tax our infrastructure in such a fashion is another means of handcuffing the use of our resources.
861213813	They should not be imposed. Once they are, they will not go away and will only rise, like in San Francisco with the Bay Bridge and Golden Gate Bridge.
859095140	They should not be used
861826788	This is a federal interstate. There should not be tolls.
863934554	This is a loaded question, should be no toll.
858717240	To build an alternative bridge in the rail corridor
863418964	To improve the economic climate in Portland for all the lost employees due to the toll
868066056	To pay for the bridge only!
861211890	To pay the bonds off and nothing else.
868407392	Toll not needed.
861869897	TOLL USE SHOULD BE ABANDONED, FIND ANOTHER WAY
864327875	Toll will impose high financial burden.
867740691	Tolling should not be used
872397661	Tolls are a bad idea
867063404	tolls are a good way to pay to go
853557459	Tolls are a terrible idea that makes us pay for the lack of planning and resource allocation by the government...
864297755	tolls are never used for what they are intened. Once the toll is received the goverment uses the money for other things
861964055	tolls are not an appropriate or effective solution
880343289	tolls are not necessary
864260107	Tolls are not the answer, do not tax the public for transportation errors made by county officials on both sides
864347990	tolls are ridiculous, you have blown millions of \$s
863981614	tolls cause congestion
861368055	Tolls cause huge back ups on a bridge, require booths and someone to staff them. Generally they earn less than they cost
868015196	Tolls mean I don't go there
866329951	tolls penalize the working poor there should be no tolls
867955473	tolls reduce traffic flow and should be illegal
866287802	Tolls should be assessed to truck frieght to pay to replace bridge and improve highway
863895286	Tolls should be used to pay off construction debt.
864429453	tolls should be used to retire the construction debt / match the federal subsidy. The rest will happen as a result of that.

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869794316	Tolls should not be a part of the consideration
869769201	Tolls SHOULD NOT be an option. This is a federal hwy.
869210648	Tolls should NOT be charged!
869196590	Tolls should not be collected.
883120493	Tolls should not be collected. If government funds cannot cover the cost, the old bridge should stay.
863868359	Tolls should NOT be imposed - will impact traffic rate/speed and slow down what is already a miserable commute, and the amount of taxes collected when car fuel and tires is purchased (and even BIGGER \$ when truck tires/fuel/mileage taxed), should be able to support the bridge building/maintenance ongoing.
864259603	Tolls should not be initiated.
859661470	tolls should not be permitted
864703188	Tolls should not be placed on either of those bridges.
877134317	Tolls should not be used at all unless tolls are used on all public roads. It is unfair to single out one specific group to pay an extra fee for using the public roads. Everyone's tax dollars go into paying for the public roads, so why should it matter where a person drives. Tolls are not put into place when other road work is done. This project needs to be paid for like all other road projects or not done at all.
864299769	Tolls should NOT be used.
858017224	Tolls should NOT be used.
866517320	Tolls should not be used... that's what our taxes are for.
861641479	Tolls Shouldn't be used.
873827514	Tolls will just divert people to the 205
864283295	Tools should not be used
867274257	Under no circumstances
868584014	Users should not be tolled
864685706	We are all already heavily taxed. Under no circumstances do I think tolls should be imposed on either bridge.
878775626	We can't afford the bridge or the tolls now for any reason
872360762	We donot need tolls
856022947	We don't need a new bridge
853425723	we dont need a toll bridge
863066273	we dont need no stinkin bridge
864434275	We don't need tolls. We need better management of funds.
883720512	We don't want a new bridge, and certainly no tolls. I will not be able to use it if there is a toll as I am retired and can't afford it.
874893570	WE DONT WANT TOLLS
871971116	we pay enough taxes already , the state needs to live with in its buget
876123504	We should not be putting tolls on an Interstate Bridge!
864260746	We should not have a toll bridge. We are already unfairly taxed working in Oregon.
877772296	We should not have any tolls!!! Use the lottery for this!!!
865271003	We should not have tolls. Truckers and tourists also use these briges
861227321	We wouldn't need tolls if we weren't building the megabridge. Just build 6 lanes with breakdown and get on/off ramps to hayden island off I-5. Small bridge from main land OR to Hayden will be fine. Can carry MAX too. More transit,MAX,no hayden ramps +congestion pricing and problems are solved far into the future.
862498456	What don't you understand about "we don't want no stinking tolls????
869189432	What ever they are needed for

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861085315	What happened to a public vote?
875510632	WHAT PART OF NO DAMN TOLLS DON'T YOU GET???????
864267407	whatever does not cost me money
864647200	Wrong assumption!! There shouldn't be any toll
862239689	You are presuming tolls will be there with this question. NO TOLLS!
864324711	You shouldn't toll. It will just create more congestion.
861785543	Allowing all, even visitors, to participate in bridge funding
861525025	buying ammunition to shoot the people that opposed improvements to this area in the past
848114932	consumers will stay in washington to buy their items.
867007199	encouraging transit is only fair if the transit actually meets the needs of commuters time-wise and schedule-wise
860001450	Firing people who put tolls and bridge in place
870137302	Firing the politician that OK a toll
862329027	General funds for city of Portland
853562281	get smarter people to run project
864574598	I don't think they should build a new bridge by tearing down the old one. I think a bridge is needed but not the one being planned for
860101929	i know a lot of people who live in vancouver and drive to portland simply to take advantage of the "no sales tax" we have here. i think if the sales tax is an incentive for them to come down, that we should be paid back some way. and i think tolls are an excellent idea.
865645704	If there are tolls, I believe local residents should not pay the same amount as others. I agree with Tim Leavitt here. Why should the our local community bear the brunt of the burden for the entire West Coast?
860008046	If you have to impose tolls, leave the bridge as it is. I can't afford the extra expense.
855955915	Improving the existing bridge, instead of replacing it, and therefore making the tolls cheaper.
852229260	Improving the highway (earthquake retro-fit, fortify) and NOT replacing the bridge. Funds could also help create more multimodal options for bikes/peds/lightail. I would also love to see funds support refurbishing the rail bridge as well - considering that going into the 21st century we need to take ACTION NOW to reduce car dependency and support infrastructure that encourages moving goods and people via rail.
849390342	improving the highway but not replacing the bridge
861204507	In 20 years there willB less vehicles & in 50 Yr.s very few
861242126	Instead of Tolls-- Make a Government Island Casino to pay for bridge projects and improve highway in the future and pay for the transit systems, anything extra above targets to go green projects to reduce carbon footprint. Make the transportation system self sustaining without making it costly to run. Heck, the casino would be a tourist destination-- a win-win...
868233473	It does not matter what the people want. the politicians will do what they want anyway.
863871796	It should be used to pay for a recall vote on any politician supporting the toll
867728256	it's apparent that you will go ahead with charging the public a toll to use the interstates 5 and 205...at least that is what your verbage on this "poll" is implying.
871816635	Just charge a toll
858505373	lining your pockets-checking our "electronic" papers, etc.
864390983	pay a lobbyist to lobby for income tax on Oregonians working in Washington
864303862	people use the bridge for lots of reason besides the above
864440357	personally not needed
867401440	Provide dedicated lanes to toll payers. Those who pay the tolls don't have to sit in rush hour traffic. Pay to play.

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861233743	Replace bridge with one with more lanes for cars/trucks than current one has, plus other lanes for peds, bikes
863820913	Should be paid for by Feds-Just like I-205 bridge
871701856	should be toll
876243362	should be very minimum tolling for replacing bridge
869737180	State Government needs to learn not to waste the money they have before asking citizens to agree to increase taxes and add toll charge.
861293506	Stop shopping in Oregon
863188489	Support for development of "RFID"-based toll collection system standard with Nat'l Highway Admin.
881445896	The existing bridge should'nt be replaced.
863067195	To keep assholes from using it.
868000164	Use the easy pass and a special lane for it. You would be charged less for the easy pass and the other lanes would be full toll charge.
861177118	Use U.S. transponders & base fee on percent annual income of owner (four hours income).
856079306	Who cares what they're used for, and we're not finance experts
871086342	ALL
861616944	all of the above
861239239	all of the above once the bridge is paid for
867270182	All of the above.
885306429	All of the above.
862259784	all the above
854691454	Add more lanes to new bridge, relieve traffic congestion.
865196355	any improvements that decrease my commute time
859227861	congestion pricing
852269646	Congestion Pricing/Tolling
858590864	Curbing traffic should not be the purpose but to better it. High tolls should not be. Tolls should help pay for. Spokane and another bridge on the Columbia River were paid off far in advance because they keep the toll low. Spokane was \$0.10 one way and the other I believe was \$1.00.
862009818	Decrease Non-commercial traffic
865782767	Decrease traffic congestion
852902994	decreasing auto usage of CRC / decrease the need for a new bridge
871527769	Differential pricing for non-prime time use.
864347134	Don't care what the amount of toll is, just IMPROVE traffic flow, please!
886416688	Encourage non-peak travel times.
858543694	Get the heavy trucks off the bridge during high use hours
876891924	get traffic moving; I have to take my personal vehicle because my work requires that I travel throughout the Portland Metropolitan area daily. Car pooling and vanpool are not options for me.
861089715	Incentive to decrease traffic
863839851	incentives for carpool and bus riders.
863908682	incentives if it's like on I-405 in Bellevue for carpools or toll payers
863823199	keeping large trucks off this road during peak hours of use
867035248	Limiting demand
879258732	Manage traffic demand
861112935	managing demand within capacity
865240070	more lanes
861092777	offset commuter costs for crossing bridge

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869193888	raising money and discouraging car use
863815946	REDUCE COMMUTING FROM PTLD TO VANC & VISE VERSA
884557423	reduce congestion
864314259	Reduce congestion
878928393	Reduce congestion by charging for hours most prone to congestion.
864703125	Reduce Traffic Jams
861089696	Reducing commute times for commuters.
867337837	reducing the number of trips
861206277	reducing traffic congestion. Do it now, on existing bridge.
864347689	shorten commute times
862428115	1 & 2 above - why not start tolling now to find out the effect and build a fund for whatever comes next.
854827084	Pre-Pay bridge costs. Start tolls now to pay for tolling infrastructure.
864259722	reducing the rate overall
864568048	Relief of Oregon state Tax
860430623	All motorized traffic, but not bikers or pedestrians
868998034	Correct the connecting infrastructure, which is the cause for most delays. Existing bridges are adequate. Mass transit should pay their own way!!! Not the property owners.
874679270	expand bottle neck on Oregon side - around Delta Park AND construct a 3rd bridge where railway/port bridge now exists.
864878603	Fix the two lane bottleneck on the Oregon side
867755609	fixing the current bridge and/or the railroad crossing
870140891	having a merge from Janzen beach that makes sense, the merge off that exit/entrance fouls up that bridge no matter what time of day, a new bridge and \$\$ will not fix the issue that it is a poor system of getting people across the river
864345657	I don't believe there should be tolls on the bridge. But if there were, I'd like it to go to replacing the bridge and improving the highway. The bridge and ramps going northbound (from Jantzen Beach, to SR14) are a massive bottleneck.
861126797	improve current bridge redesign on off ramps at j beach
864534316	Improve ramp efficiency and choke points/bottlenecks
852827652	Paying for sustainable project components including on-site renewable energy, viable non-motorized facilities, and other elements and strategies that will be in the CRC Sustainability Plan, and allocating a portion of revenue to address other I-5 bottlenecks (e.g. by the Rose Quarter)
864614065	the bridge is just fine. the problem lies on the Oregon side of the river. that roadway needs to have more lanes.
864918857	the question presumes that there WILL be a toll - IF there is a toll then for replacing the bridge
863946489	Why arnt they using money for the roads/ Lottery???
869556755	widening I5 in North PDX!!!
856969339	Any tolls must only be used to pay for the bridge and then taken off when the bridge is paid for.
867749069	bridge only
861253402	bridge replacement only
853131217	building but not maintaining the bridge
864510325	building the bridge only
860137416	Building the bridge ONLY
863941752	BUT they should stop when costs are paid off. Not ongoing fees.
862758240	Directly for the bridge itself and no other uses!!

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856064423	I'd rather see a new separate bridge with tolls for that bridge only. This would allow those who can afford it to have the convenience of using it.
863860145	If you are going to build a new I-5 bridge, toll this new I-5 bridge only
868383308	if you have to collect tolls (which is terrible), only do so until the bridge is paid off. Future maintenance should be paid for with current road maintenance funds, split between both states
864265544	increase bridge capacity for vehicles
871970890	Just to finance the building of the bridge. You already have a maintenance budget.
870827405	Make a larger roadway, 4 to 6 lanes across
854357633	Motor vehicle tolls must ONLY be used replace the motor vehicle infrastructure of the bridge itself.
864506327	ONLY for replacing the bridge and improving the highway
862192930	Only paying for the bridge dam the trainm (Max)
883571749	Only paying off the initial construction debt, then end
863848709	Only to pay for the cost of the bridge and then stop
860095993	Only to pay off the bridge replacement expense, and thats it
870022852	Pay off construction costs then removed. Tolls should not be used for social engineering.
871646354	Pay off construction debts ONLY!
888004867	Pay off the bridge and in future no tolls. Tolls would put stress on the I-205.
868346162	Pay off the bridge's costs only
847838824	Pay off the debt and then eliminate tolling
871851690	Paying for the bridge!!!
853458284	Paying off the bridge bonds. NO forever tolling
864272692	Please have more than 3 lanes each way for cars
849749354	raise the funds to replace the bridge, then drop the toll
867061454	replace bridge only
867501761	Replace bridge only. Taxes are already being paid for maintenance
868582575	Replace existing bridge ONLY
861800027	Replace the actual cost of bridge, stop tolls after full amount repaid.
861350700	replace the bridge for auto and trucks only not transit
859666858	Replace the bridge, then discontinue toll
869458414	replacing bridge. Variable tolling for diamond lanes as WA hwy 167 should be removed when bridge is paid for
858878466	Replacing the bridge & Highway Improvement - for limited time period (5 years) only
863849397	Replacing the bridge only
856870273	replacing the bridge only
874632580	replacing the bridge only- tolls on the bridge shouldn't pay for highway improvements
861309709	Upgrading the bridge, providing local/transit bridge, aligning rail lift w/ highway bridge hump
866485169	Use tolls for I-5 Bridge replacement ONLY...
865526165	USE TOLLS ONLY UNTIL BRIDGE PAID FOR
861869631	Decreasing Oregon taxes paid by Washington voters
868403258	Dis incentive for Interstate travel.
864344554	Discourage urban sprawl
865196553	Help those that commute, by improving traffic, to Oregon to work and do not recieve representation for their tax dollars
863809912	If there is a toll, I will not go to Oregon if i don't have to
863873411	If they used all the extra tax they get from washington workings correctly they would have plenty of extra money.

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864355816	Incentives to spend money in Washington rather than cross the boarder to avoid sales tax.
863809283	keep local shoppers local
871591023	Keeping Vancouverites on the other side of the water.
864473848	keeping Washington shoppers in Washington
863814624	Limiting the number of people visiting Portland
894878390	lower property taxes
866761369	lowering the gas tax.
873916627	Other environmental efforts to offset pollution, like riparian wildlife habitat restoration.
860276423	Reduce Sprawl in SW Washington
863823354	replace the need for wa. residents to pay oregon income tax.
864322899	rework county, state & federal budgets to complete project.
860430805	stop me from going to portland
868465444	TAX BREAKS to the WA residents that work and pay taxes in OR and DO NOT LIVE there.
871788003	To keep those Vancouver meth heads out of Portland
867124322	Use Oregon income tax collected from Washington residents working in Oregon.
863817887	use to discourage people from going to portland and shopping because of no taxes
868183947	Wa. residents already get charged for working in Oregon. There should NOT be a Toll on the I-5 bridge.
864259852	Why don't you fund it with all the Oregon State Taxes you take from my paycheck!
860806363	Other efforts should be funded from other sources ! ! !
872474201	toll money should be used ONLY for bridge... not for pet projects. Toll should be modeled over original bridge toll- toll in place until construction paid for
864640924	Tolls should not, repeat, NOT be used for social engineering (i.e. punishment for driving), as the 1st 2 options imply
872055030	Tolls should only be used to pay for the bridge
864348238	Transit doesn't work for the general population. The highway needs to be improved for it's main purpose - single occupancy car and truck traffic.

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Respondent ID	Multiple Choice Question #10: If a variable toll is charged to use the I-5 Columbia River bridge, what is the thing you are most likely to do? (choose one)
848451927	bicycle across the bridge
861238938	Bicycle, like I always do.
861238838	Bicycle, like I always do.
885407737	Bike
863872942	bike
863666478	BIKE
862815505	bike
856145081	bike across instead
863867601	Bike across more often
861997134	Bike across the bridge providing it is safe and does not pose a danger of breathing too many pollutants.
882356480	bike more!
864334067	bike or walk to work
857884233	bike trips shouldn't be penalized by a toll
869468862	commute by bicycle
863856258	Continue to bike commute to avoid the toll
863836451	Go by bike as usual
856229250	I would continue to ride my bike across, just as I do now
863843324	keep biking
853044717	Not a direct issue for me unless bikes are tolled too.
864070805	Nothing, just taking the bus or biking like I do now.
863067195	ride a bike
861889598	ride bike
878587446	ride bike to work
864415653	ride my bike
848996578	Ride my bike
863823035	Ride my bike across it
863833108	ride the bus like I do now.
863809613	Travel by bicycle. Which I assume will be free.
865196355	absolutely no change, except now I have another bill to pay
886416688	Already commute at 4:00 AM to avoid rush traffic; can't avoid it in the afternoon.
893279778	assuming the toll was reasonable would stay with whatever plans had been made. Reasonable would be 2 dollars or less
864029214	attempt to carpool or use transit but if I can't make that happen, I will continue to (reverse) commute during commuter hours. I hope that the toll would be higher during commuter hours ONLY for the commuting direction (south in the AM, north in the PM).
860426468	bend over and take it - since there's not much choice
868178226	Business travel to Olympia & Seattle will be determined by business there, not government efforts to shape driving behavior.
866394716	can't change anything
862906647	can't change my travel time. Will pay the toll that is fair for the time of use
865361822	commuting based on business requirements - no change
865136255	company truck so will go whenever necessary
876776436	Continue as I do now
863973027	continue as usual, I have to get to work
850165739	Continue my regular routine
870087388	Continue to use the same route as infrequently as I currently do, and pay the toll, whatever it might be.
855228863	Contribute my fair share and pay the small toll like most every other state utilizes... And if Washingtonians don't like it, tell them to stay home and pay sales tax.

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<i>Respondent ID</i>	<i>Multiple Choice Question #10: If a variable toll is charged to use the I-5 Columbia River bridge, what is the thing you are most likely to do? (choose one)</i>
878775289	cross the bridge
870770898	Currently there is no convenient other option to cross the bridge and going into Vancouver. Why punish those who live in Oregon but commute to work with higher tolls when you don't offer alternatives? I don't wish to spend hours on the road just to be able to get from one side of the bridge to the other. It's easy to slap people with the tax/toll without really offering anything else to reduce the congestion. I'm not in support of the toll at this point at all.
859217591	difficult to make changes when we have a job we have to be at
871010401	do exactly what ive already been doing. no change
891467525	Do nothing
857218011	Do nothing -- I already drive in off-peak hours.
864277912	Do nothing different than I do now.
863874960	do what I have always done regardless of new changes
861783371	does not affect my use of the bridge
863820226	Does not matter. Use the bridge when I need to use it. The toll is just a cost of upgrading.
865208517	Dont have a choice!!! I have to go to work during peak commute hours. My employer does not care if I have to pay a toll, they want us all at work during work hours!!
869673446	go when I want anyway
886073774	I cannot change
876446489	I cannot change my workhours, I tried taking the MAX in hopes of having one car -- it was a RIDICULOUSLY long commute, we gave up on it.
861086125	I can't change required travel times
864404353	I do not go unless I have no other choice so I would still have to go at the same time
864281816	I don't have a choice. Work hours & location require peak commutes.
863871796	I don't have any damn choice, my company closed it's Vancouver office and I have to cross when I do to get to work!
877422406	I don't normally travel I-5, thus I would change nothing.
870919567	I don't use the I-5 bridge often, it probably wouldn't change my use.
866135345	I may have no choice is my scheduled time of travel-unknown
864773381	I next to never drive the I-5 bridge during peak hours so it really won't make a difference to me. I DO support tolling at all times to pay for the bridge.
864013312	I only use the I-5 bridge for business during the day, can't change plans for variable tolling .
862865870	I still would have to go to work, so nothing would change. I live in OR and drive to WA, so I drive the opposite of most traffic.
867577531	i use it so rarely that I wouldn't worry about it
863812728	I use the bridge to commute, I would never take advantage of the cheaper rates. I work in Portland and live in Vancouver. I don't think it is very fair to charge people more money during the "peak hours" when I don't have a choice. It seems to me that you are gouging people out of their money and that we don't/won't have any choice in the matter.
864334260	i will not change anything
864685640	I will still go the same route to work at the same time.
864401349	i will still use as regular
866976725	I won't allow tolls to affect my travel habits at all.
886182638	I would continue to drive to work and activities as needed and car pool when I can as I do now.
864505197	I would do nothing different - when I need to travel the bridge, I will....
863541044	I would go with the flow .. if I have to travel during peak times then so be it .. same goes for non peak hours. Sometimes your destination dictates your travel times.
866851727	I WOULD NOT CHANGE A THING
864436743	I would not change my driving habits.
855312140	I would not change my pattern, because I don't cross it often enough

Columbia River Crossing Tolling Study Write-in Response Report

Respondent ID	Multiple Choice Question #10: If a variable toll is charged to use the I-5 Columbia River bridge, what is the thing you are most likely to do? (choose one)
864473965	I would not change my routine.
870907778	i would not change my travel
864322418	I would not change my travel times based on the toll, but rather would base travel times on my schedule.
864369526	I would still cross whenever I wanted
864348238	I would travel as I normally would. Tolls should be equal and have been needed for a long time. It is the cost of having the route available.
864590308	I would travel when I needed to, just like I do now.
866590331	I wouldn't change my crossing habits at all
860827921	I wouldn't change my travel times because of toll amount.
868287911	It makes no difference as I use I-205- or travel more miles to the I-5 bridge.
863920792	it makes nothing, i'll pay whatever it costs to go whenever i want to go
861501483	It won't affect me.
862921785	It would make no difference. I have to be at work at a certain time.
864424624	it would not change my driving plans at all.
861459124	it would not impact my travel plans
870687794	It would not make a difference for me because I don't live in the area but I do come to Portland frequently. I'm not going to change the time or the way I travel across the bridge because I don't use it on a regular basis.
864374040	it would not matter to me
864394402	It wouldn't affect my decision. It all depends on where I need to be and when.
877052700	It wouldn't matter. I would go when I needed to.
884276179	it's like a chicken crossing the road, you have to get to the other side. it's not a planned recreational event..
870421892	Job related so have no choice
862660220	just deal with it
871425568	just do what I need to do when I need to do it
857206773	Just travel during peak hours because my employer doesn't offer flexible hours
863062593	just use the bridge according to MY needs
862588193	Just what I'm doing now.
864404387	keep my travel plans the same
876759666	keep my travel time the same
858878466	Little or no change, because I commute to work in Portland
866874558	make the trip regardless of the tolls or traffic.
864334953	Must cross the bridge for work
863825409	N/A as I don't cross that much.
863074244	Neither, it wouldn't change anything I planned on doing
883571749	no change
877428101	no change
870671517	no change
869912491	No change
869578381	No Change
869168498	no change
867364715	no change
866059953	No Change
865750396	no change
865611962	no change
865374377	NO CHANGE
864424171	No change
864333617	No change

Columbia River Crossing Tolling Study Write-in Response Report

Respondent ID	Multiple Choice Question #10: If a variable toll is charged to use the I-5 Columbia River bridge, what is the thing you are most likely to do? (choose one)
864307558	no change
863026607	No change
862694698	No change
862600929	No change
861595261	No change
861350700	no change
861175513	No change
860288002	No change
857942154	NO CHANGE
857102617	No change
853460619	no change
852274206	no change
867757828	no change- don't cross often enough to make it matter
865976999	No Change have to work
869245782	no change in behavior
864333145	no change in behavior
855679553	No change in current commuting
876396903	No change in current travel since trips are recreational and infrequent
879860945	no change in driving habits
862902250	no change in driving plans
852635420	No change in my activity
863816268	NO CHANGE IN MY BEHAVIOR.
868494387	No change in my decision to travel
878929986	No change in my use of the bridge; it is dependent upon work.
851953751	No change in plans. I just don't think variable rate tolling is fair. Pick one thing and stick with it.
866881836	no change of plans
861573216	no change of plans.
848512382	No change to current travel on I-5
870619744	no change to my schedule I dont mind paying a toll
865661309	No change to present behavior
861099501	No Change!!
860542593	no change, I only cross may 5 times a year max
869214252	No change, I will continue to ride in the vanpool
866863854	no change, if I need to take I-5 I would pay the toll
864989302	No change.
863977137	No change. I only use the bridge when I need it.
871006407	No change. Which currently typically is car-pool
864338412	no change; I do not have flexibility in my use of the I-5 bridge w/r/t hours or trips necessary
872347137	No change; I support the toll all together.
863814384	no change-do not use I-5 that much currently
860806363	No changes - I will travel when I need to, ride-share when I can.
864053608	no choice, I must travel at the times I am scheduled to work
866996762	no choice: have to cross the bridge to work
865045727	no difference I do it only for work related and cant get out of it i might refuse to work in wa
867538717	No difference in travel
868125042	none
864363951	none
863893122	none
884666663	none of the above

Columbia River Crossing Tolling Study Write-in Response Report

Respondent ID	Multiple Choice Question #10: If a variable toll is charged to use the I-5 Columbia River bridge, what is the thing you are most likely to do? (choose one)
852962114	None of the above
864384895	None of the above, travel the same as I do now
862236917	None of the above, would not affect my habits.
869761220	None of the above. I would just pay the toll. Variable tolls are unfair to people who can't change their commute time and get stuck paying the higher toll. The toll should be the same for everyone. If we all pay a little no one pays a lot.
864303862	none of these are an option. When I have to get to Salmon Creek hospital, I have to get there, alone.
863096211	None of these. I would still go over when I wanted to.
900955489	none provided
900952759	none provided
871851447	not a damn thing!
870186977	Not change a thing - who cares
864391401	Not change my plans at all.
864450895	not change my travel time - work
868977748	not change, you are loading the questions
858541759	Not much I can do. Need to arrive at work at certain time, and come home at a reasonable hour.
865369408	Not much would change because I travel infrequently across the bridge. I would just pay whatever the toll was.
889138728	Nothing
887686434	Nothing
873256463	Nothing
869467400	nothing
856855908	nothing
855042915	nothing
848948573	nothing
871960285	Nothing - No option but to travel across the bridge at unpredictable times
876638040	Nothing different
871816897	nothing different
866927978	nothing different
864462882	Nothing different
863247815	Nothing different...
865573832	nothing- no change
863904826	nothing special
877768107	nothing would change as I have to get to work
870206756	Nothing would change.
864288227	Nothing, I cannot change my situation short of relocating
864364607	nothing, I have to go for work and can't change my shift time
876914883	Nothing...I cross the bridge out of necessity to provide for my family
856145776	Nothing; my work hours & location does not permit me to change travel pattern
864014777	nothing-my work hours are set in stone
861112935	probably would not impact travel (trips infrequent)
866431156	really no choice, but to pay the higher tolls.
882744044	Same as current.
864458244	Schedule is set for work travel - unable to change it.
866621061	Still travel when I need to.
871018503	Still use the bridge
864784685	take my trip anyway
862180142	Take the bridge when I want too.

Columbia River Crossing Tolling Study Write-in Response Report

Respondent ID	Multiple Choice Question #10: If a variable toll is charged to use the I-5 Columbia River bridge, what is the thing you are most likely to do? (choose one)
862493823	The rate would not affect when I travel. I will go when it is convenient, or necessary for me.
868825896	there would be no change in my travel plans
862447444	THIS IS NOT A RECREATIONAL RIDE. IT'S SOMETHING I MUST DO, OUT OF MY CONTROL
872982813	Toll would not affect my current use patterns.
876389340	toll would not affect my infrequent trips
863226242	Tolling would not affect my driving habits
888390986	Travel across I-5 bridge when it is convenient for me.
867420355	Travel across the bridge. In trucking, you never know what exact time you will be anywhere until 24 hrs. or less in advance. Truckers pay enough highway tolls and taxes as it is!
861080495	travel anytime I need to do so. Use the bridge.
881651547	travel anyway when I need to
867315251	Travel as I normally would
863191881	travel as necessary to meet appointments
863150784	travel as needed
864425698	travel as planned
861047406	Travel as planned
864976499	Travel as usual. I need to use the bridge for my job
868560978	Travel at most convenient time. Toll will not be consideration.
875564999	travel at the same time, which is not during peak hours
865472355	Travel during my normal business hours.
861975990	Travel during peak hours & pay higher toll because of job commitment
861964055	travel during peak hours and pay a higher toll because I cannot change my work hours, like MOST OTHER WORKING CLASS PEOPLE
864169586	Travel on my own schedule. The toll will not change my plans.
867471926	travel randomly - toll not a burden
886589935	travel the same as before
862938669	travel the same route to and from work while complaining
871933535	travel when I must
868310532	Travel when needed to meet schedule.
859960378	Travel when required for my job. Many people cannot just change their work schedule based on the tolls.
864287150	Travel when required for work.
865480799	Traveling for work related meetings, unable to change time
869476864	trucker cant change trip
874491949	try to rearrange my schedule if possible, but pay the toll
870918066	try to work from home and that isn't going to happen
865285956	Unable to change-due to job responsibilities
865307529	UNFORTUNATELY, I DO NOT GET TO CHOOSE WHAT TIME I GET TO GO TO WORK. TOLLS WOULD JUST TAKE MONEY OUT OF MY POCKET. IF YOU WERE TO BUILD ANOTHER BRIDGE AND LEAVE THE EXISTING, THEN TOLLS MIGHT BE IN ORDER. TILL YOU PEOPLE GET YOUR HEADS OUT OF THE SAND.....DO NOT TOLL
856079306	Unless my trip were within a few minutes of a lower toll, I'd go at any time
866319830	Unlikely to change travel time choice
869189432	Use the bridge
869425650	Use to commute to work. Cannot change time. Carpool not an option.
861586391	usually don't have a choice on when I can go over the bridge
858382108	variable toll will not impact my travel time
854695428	variable tolling would not affect my use
861091831	Will not change anything
864617112	Will travel as needed regardless of toll

Columbia River Crossing Tolling Study

Write-in Response Report

Respondent ID	Multiple Choice Question #10: If a variable toll is charged to use the I-5 Columbia River bridge, what is the thing you are most likely to do? (choose one)
862375771	Will vary depending upon purpose of trip and time of day
869914975	willing to pay toll if I need to go into Portland
873171423	Won't affect my behavior
866803040	Won't affect the way I use the bridge
861490496	Won't change my use - already bike some trips - already go off peak
868893062	Work dictates my hours and I have no choice. tolls need to be equal pay to all.
864759737	Work hours and peak hours are unflexible people should not be penalized to travel to and from work.
852155125	Work hours are not flexible so I will need to continue to travel at peak times. Transit is not an option as it takes 1 hr 45 minutes to my destination, in contrast to 30 minutes driving. Carpooling is not an option as I need my car for work each day.
863898808	Work schedule won't allow changes to personal schedule. Can't make a change.
867391383	WOULD NOT MAKE A DIFFERENCE
872039336	WOULD GO TO WORK ONLY, NOT COME FOR "FUN"
866106656	would make no changes in current usage
864577175	Would not affect my travel since I use the bridge < once a month. I support toll as means to construct/maintain safe bridges.
861101654	Would not change
862744554	Would not change any travel plans
864601932	Would not change habits
867928252	would not change my driving pattern
889082584	Would not change my trips
868544438	would not matter when going to see my family
863890820	would support any action to prevent the bridge in its current proposal and design.
863834010	Wouldn't be able to do anything different. I have a set work schedule and already carpool.
867993033	wouldn't change
868925336	Wouldn't change my travel to Washington at all
862622478	Wouldn't change my trip
871507581	wouldn't change. rarely cross. pay the price vancouver hussies!!
865236782	wouldn't make a change
864605411	wouldn't make a difference, I used Toll system when I lived in Colorado and liked it.
861545404	your question presupposes i want a toll...i go when i have to go...business will not wait
861545007	your question presupposes i want a toll...i go when i have to go...business will not wait
861019315	All Above
861059144	All of the above except *Take a toll-free route
869109436	Another loaded and biased question - more than one are viable options.
848156760	Be forced to drive over at the same time with my Brother. We do have jobs we need to get to!!!
861028556	Combination of all choices.
861028522	Combination of all choices.
862672276	combination of fewer crossings and time of day traveling
867007199	combination of fewer trips, carpool, non peak travel time
881877131	Combination of measures & avoid Portland AMAP.
888004867	Consider all the above depending on each trip to be done for that day.
855572734	Depends entirely on whether the trip can be changed.
861216077	depends on \$ amounts, toll and transit
861066158	depends on reason for travel - biking or transit for errands, car for recreation to lakes/hiking farther away

Columbia River Crossing Tolling Study Write-in Response Report

Respondent ID	Multiple Choice Question #10: If a variable toll is charged to use the I-5 Columbia River bridge, what is the thing you are most likely to do? (choose one)
863847889	Depends on the amount of the toll. Forego the trip if too expensive of a toll. Change travel time for a lower toll if toll is reasonable. Take a toll-free route if the toll savings outweighs the gas price.
864428342	depends on time?/might change to when it is lower or combine trips
860323172	drive across bridge when I need to, regardless of cost
850320681	Drive and pay toll until MAX line is built (I'd then stop driving)
859268234	Eat less - can't change my life around the toll schedule.
864720990	GET THE MAX TO VANCOUVER AND I WILL RIDE IT!
864337288	hope that eventually have max to vancouver
863809370	I could choose many of these options based on reason for trip
869059622	I usually only cross once a month, if that, so it would depend on the purpose of the trip.
863033150	I would do a combination of all the above
887242671	I would shift to a lower toll period if it's within 1 hr of my regular commute time which is probably unlikely. Otherwise I will end up paying the higher toll.
855677128	I WOULD TAKE TOLL-FREE IN MY CAR; OTHERWISE TAKE TRANSIT ALWAYS
876081588	No ONE single thing. I would take mass transit during peak hours, forego unnecessary trips, driver further to the east side & shop in Vancouver and avoid the quick trip to Delta Park & Jantzen Beach.
856943163	Only if the transit is MAX. Bus is too slow.
864418454	only used when I have to travel between hospitals in the middle of my shift so I would have no choice but to use the bridge when I have to change hospitals, time of day is dependant on when I am called to change
868346162	Reconfigure work and gym schedule to take C-Tran 157
870549584	same route as now bike, carpool, drive alone, would like to add train across I-205
863832201	schedule varies, so have to go when I have to go
861526549	several of above - poor survey
869192250	Take rail transit if available. Bus is too inefficient.
879204863	Take transit and plan on paying a higher fare to cover the cost of the toll for the transit provider
864225230	Take transit and travel during peak hours paying higher toll.
856022947	Take transit because it will be worse for cyclists than before
892980669	take transit IF it includes light rail or similar/equal on its own track or lane
867172385	take transit if possible, otherwise combine trips
871810427	Take transit, change travel time, combine trips.
861892728	Talk often with my elected officials to get the toll removed.
892089257	travel new light rail with no toll but higher rider cost to cover the toll difference
864591841	Use combination of cycling, transit & low-fare times
864574598	Why do I only get one choice. I would take the bus, take a toll-free route, or ??
867188426	Would need to know the cost to make the decision
863872147	Would take lightrail if extended to Vancouver
864268420	I would cross the I-205 bridge instead.
876869743	avoid going to Oregon
868403258	Avoid Interstate commerce transactions or find a toll free route. Business don't have a choice.
871646354	avoid Portland as a destination altogether
852828707	avoid the bridge entirely
863864881	Avoid the toll if at all possible
866374180	Avoid the tolled bridge entirely. Complain constantly and bitterly to all of my state and federal representatives and vote against any political supporter of such tolls in all of the following elections!
869232785	Avoid travelling across I-5 and stop shopping at the Jantzen Beach mall.

Columbia River Crossing Tolling Study Write-in Response Report

Respondent ID	Multiple Choice Question #10: If a variable toll is charged to use the I-5 Columbia River bridge, what is the thing you are most likely to do? (choose one)
859791776	Depends on my financial state. If I can't afford it, I will find another route.
863790228	dont go across the bridge stay on my side
870022852	Drive a longer toll free route, expending more fossil fuel.
865155603	forego for all non-commute related trips - stop shopping in vancouver
860547960	go on 205
867417572	go to rainer and cross there
876978303	I avoid I5 as much as possible and that won't change.
864297755	I will not travel at all if there is a toll of any kind
863818812	I would change travel time if my employer allowed it.
862644800	i would only cross when mandatory
864659309	I would stop going to Washington State all together
870903855	I WOULD TAKE AN ALTERNOUTE ROUTE TO CROSS THE RIVER EVEN IF IT MEANT AN EXTRA HOUR OR SO. THE ADDED COST OF GAS AND EMISSIONS MEANS NOTHING TO ME AS LONG AS I AM NOT PAYING FOR A BRIDGE ON TOP OF MY TAX MONEY. I WOULD SUPPORT THE TOLL IF OREGON WOULD NOT MAKE PEOPLE FROM WASHINGTON PAY THE INCOME TAX JUST FOR WORKING IN OREGON.
864659871	If I had another way ro Vancouver without having to pay, I would take that route.
865839568	If I were driving, I would take another Briddge. I am not driving though.
860518591	if it is variable I will always take I-205
864638602	If tolls are charged, I will not travel into Washington anymore
864413290	if tolls are placed i will avoid this bridge all together
864360995	I'll just stop traveling to Washington ~ That should help with traffic
866466057	living in oregon, I would be more likely to stay here IF there were the same businesses I otherwise would go to Washington for (ie. Vancouver Sweet Tomatoes, I'd instead drive to Tigard's)
864458065	not go-less buisness for WA companies
862579564	Not run errands/shop in that part of town.
877134317	Overcrowd the I-205 bridge, by avoiding the toll like many other people will do.
863818608	Stay out of Oregon!!!!
863981614	stay out of washington
863009192	Stop driving.
863820395	stop going across bridge
862624433	Stop traveling and spending money in the state of Oregon. It will destroy business and bankrupt people who work in Oregon and already are being taxed to death and without representation. This is not going to go over very well. Especially in this economy!
862989596	Stop using that bridge.
867976225	take 205
864674371	Take 205
863828115	TAKE 205 IF THERE IS NO TOLL
864516453	Take a route around the toll
861249204	Take I205
861238313	take I-205 Glen Jackson
868860713	Take the 205 bridge
863852890	take the 205 bridge
854455031	Take the 205 bridge
868998034	Take the 205 Bridge.
868480919	Try to cease going to OR for shopping or work.
866902047	Use I 205
881351448	Use 205
877368979	use 205

Columbia River Crossing Tolling Study Write-in Response Report

<i>Respondent ID</i>	<i>Multiple Choice Question #10: If a variable toll is charged to use the I-5 Columbia River bridge, what is the thing you are most likely to do? (choose one)</i>
863808514	Use 205
857319791	use 205 bridge
867735809	Use 205.NO TOLL.There is a better plan.
861168318	Use Glenn Jackson
864013542	Use I-205
863139633	use I205 bridge
863811373	Use I-205 Bridge
861580656	use I-205 bridge
861499164	Use I-205 Bridge
864401447	Use I-205 exclusively.
868982878	Use I-205 when possible
862917484	use only as needed
864221038	use the 205
857016494	use the 205 bridge instead
861239239	Use the I-205 bridge for all my trips
853137863	Use the I-205 bridge.
872473326	Visit Portland business as little as possilbe.
866905508	Will not go to Oregon to shop as I do now.
861177118	ABSOLUTELY will file suit against all parties. "variable rate tools" are a tool used against the poor & minimum wage workers. Poor people have to wait for the more wealthy before they can afford to travel.
854324457	advocate even more for a non-freeway type bridge to vancouver -- it is foolish to force everyone who just wants to cross the river onto a "freeway-type" bridge and not provide any regular surface street type bridges similar to the Broadway, Hawthorne, Steel or St. John's bridges.
852840160	Be annoyed, because I can't alter my route or time of travel.
864383211	Be completely cranky. A higher fare at peak times penalizes those of us who work regular schedules.
863820913	Be subject to paying for a Federal project
869296928	Be upset that I'm being charged in addition to the taxes/fees I already pay
863809984	Be very pissed off that I have to pay a toll to get to work AND come home. Thanks!
865569370	Become more disenchanted with the local politial process.
871041501	Can not afford paying a toll fee.
862994633	cannot change travel time or route, so i'd just be angry :(
854357633	Claim discrimination and lack of equity - Transit riders and bicyclists MUST BE TOLLED too
852276409	Contact OR & WA Senators, mount even/flat toll campaign. Any effort to regulate/legislate traffic patterns with fluctuating upward tolls.
863829226	Either change travel time for lower toll or take a toll-free route.
863812293	Get pissed off.
859681237	GET POLITICALLY ACTIVE TO THROW THE BUMS OUT
863034724	i have no choice in the time of time i must go to work.. is this committee that stupid?
864333929	I have no choice of time when I cross I5 bridge
877929502	I HAVE NO CHOICE!
869443837	I have no choice, I work in Portland. Tollin is the wron thing to do. It's just another way for Oregon to screw over people from Washington
853716493	I have no choice. I have to go to work...if I can afford it.
863832336	I have to travel to Oregon for work so I am already paying Income tax with no benifit use that don't tax me double!!!!!!!!!!

Columbia River Crossing Tolling Study Write-in Response Report

<i>Respondent ID</i>	<i>Multiple Choice Question #10: If a variable toll is charged to use the I-5 Columbia River bridge, what is the thing you are most likely to do? (choose one)</i>
864355816	I keep seeing tolls only for the I-5 Bridge. If you don't charge tolls for the I-205 Bridge as well you're just asking for the volume of traffic on the I-205 Bridge to go well beyond what it should be handling. I would personally avoid the toll bridge to use the non-toll bridge even if it's out of my way.
864454587	I travel it rarely so my guess is I would just go when I need to. I also think since a lot of people depend on the bridges to get to work it is unfair that they have to pay more. They can't control their work schedule for the most part. I do not think workers should bare the brunt of the cost.
865490738	I travel to work. I have no control of hours or days that I travel. Also, A toll would make travel much slower. I work in a hospital and it is disturbing to think of emergency vehicles being caught in the traffic caused by a toll.
861439251	I will have no choice but to travel at peak times!
864661089	I will likely wait one election cycle to help vote all those in favor of this plan out of office then move my family, our business, and our money out of the Vancouver/Portland area.
857686605	I will protest vehemently against any tolling
868582575	I work 8-5 at my employers request, I have no option
871287982	i work can not change my times
863901501	I would protest this action as I see it as unfair, you use the bridge, you pay the toll. Do not pennialize people for when they need to drive. I do not control my hours when I need to use the bridge so do not hurt me please.
863825227	I would still go but I don't think that people who work or live in Washington/Oregon and travel to Washington/Oregon should be charged a higher rate because they work at a job in which they cannot change/alter their hours of work. I think the toll should be a low standard toll and the same for all persons regardless of the hours traveled.
861025007	If no toll free route money would come out of groceries or rent for the poor.
864314928	if you've got to cross at a particular time you have little choice without altering your day/plans.
863885045	I'm stuck with the hours my employer schedules me.
864892618	Living on Hayden Island makes it very expensive for us.
861179424	Living on Hayden Island, we should be exempt!
867759417	lobby my state and city politicians to get the tolls removed.
872307125	NO CHOICE live in WA work in OR, have to pay tax, now toll as well yikes! Work 12 hr nite shift 7pm-7:30am it's gonna hurt but need my job? only go one exit to Marine Dr.. what a shame but the bridge is a pain for sure
872343104	NO difference is possible. I will just be SCREWED financially!
849631147	Not Sure I can't make ends meet now, a fee would be devastating
863827346	Nothing I can do... I would have to fork more money out. I have to drive myself everyday to portland to work because a Portland based company bought a vancouver based company. My whole life is more expensive now. I have a sick Mom in Vancouver so I go back and forth across the bride all the time. Medical appointments, to from work. Friends, airport... This is just MORE MORE money I don't have.
866329951	protest the tolling of the working poor
860099569	See that Oregon pays for it for all of my taxes over the years...
863830040	Start a campaign to oppose Tolls
861458169	Start a recall of every politician who supports such nonsense.
867770825	Start burning down government offices.
864019710	Strangle a public official for social manipulation
864412841	Support the efforts to block these tolls through legal channels.
860466366	There won't be a toll-free route, because I-205 will have to be tolled also.
865277447	Tolls must be equal at all times. Workers must not be penalized for having to use bridge at peak times. This will interfere with employers, start times etc.
864408055	Vote against it. Vote against those that support it.

Columbia River Crossing Tolling Study Write-in Response Report

Respondent ID	Multiple Choice Question #10: If a variable toll is charged to use the I-5 Columbia River bridge, what is the thing you are most likely to do? (choose one)
886913084	vote against people who sanctioned this survey
864260107	Vote city officials out
863822030	Vote in new legislatures who listen to the people. No Tolls.
864402656	vote no on other projects (if, as is not the case here, there is opportunity to do so)
871812161	vote out the people who approved the toll
864033026	Vote the current commissioners and legislators out of office!
862722602	Vote the 'decision' makers out.
862613027	vote the supporters out of office
863822643	what about people that aren't set up for the electronic toll? How will they pay without a toll booth?
862498456	work tirelessly to vote any and all politicians who supported tolling out of office.
867839925	Work to elect persons who would lower our taxes!
861826788	write a letter to my congressman
862640315	You are discriminating against individuals who can not use public transportation. Not everyone can use it, nor do we have the option of changing work hours.
861204507	Avoid the north west, Move to Nebraska
871859588	Begin looking for an aviation career in WA so I am exempt from this tax.
863863147	Can't change anything.. if toll was cost prohibitive would move home into oregon.
863828201	Change jobs
864259852	Change jobs and work in Washington
863010286	change jobs or move out of Oregon
871180086	CHANGE JOBS SO DON'T HAVE TO DRIVE TO PDX
867730193	Change where I live.
864311838	file lawsuit in court, remove Legislators who support this
869589539	Find a new job. Tolls are unacceptable on I-5!!!
864654534	find a different job so I don't have to cross the bridge
862027186	Find a driving job in Wa.. Give up 10yrs seniority
848102894	Find a job in Oregon, where I live to avoid the toll
869737180	Find a job in Vancouver
865445795	Find a job in Vancouver
861089696	Find a job in Washington and make it a goal to never pay the stupid toll.
861126797	find a job in washington stop paying paying oregon tax and not go to oregon travel north
851971821	Find a job on my side of the river, and minimize all trips across.
859968866	Find a job in Vancouver
864257038	FIND A NEW JOB AS I'M SURE I WONT BE ABLE TO AFFORD THE TOLL
863418964	Find another form of employment in Vancouver or Clark County
863889086	Get a different job so I don't have to commute across the bridge
863822735	I will take a job in another state and not commute across the bridge at all
860338535	I would be forced to find another job because I CANNOT afford a daily toll just to get to and/or from work
864605420	I would have to quit my job
863873411	I would have to quite my job and try to find one in vancouver. Then I would only see family and friends once in a great while.
874063703	I would move, if the cost out weighed the benefit
853148964	I'd move myself and my tax dollars to Idaho or someplace that isn't trying to constantly screw the taxpayer.
868154277	ill quit my job and look for one in wa
863930074	Leave the Northwest.
863836542	Look for a different job
875698554	Look for a job in Vancouver where I live, but there aren't as many.

Columbia River Crossing Tolling Study Write-in Response Report

Respondent ID	Multiple Choice Question #10: If a variable toll is charged to use the I-5 Columbia River bridge, what is the thing you are most likely to do? (choose one)
864326063	Look for work in Washington
864375818	Look harder for a job in Washington
874716348	Looks like it's time to move to Oregon!
864569140	lose my job becasue I can't afford a toll to get to work!
858543694	Lose my job, lose my house, leave the area.
869614131	Move
860320128	Move
871883273	move away
866007149	Move away from ORegon and Washington due to irresponsible spending of tax dollars
872964775	Move boat to a Washington marina or take I-205.
863895286	Move closer to family/friends to reduce trips.
863813819	Move- do not support tolling
869440213	Move out of Clark County and away from Portland envy Vancouver
864422570	Move out of the area
864516311	Move out of the area, encourage other not to move to WA
864024662	Move out of Vancouver
862615657	Move so that I didn't have to travel over the bridge daily.
870143755	Move to a different region of the U.S. where such poor policies as tolls for critical transit routes don't exist.
882982837	MOve to another area to work, or move to oregon to avoid the financial burden to my family finances
864613563	Move to another state
878574842	Move to Oregon
863844137	MOVE TO OREGON
857249579	Move to Oregon where most of my family is
870649854	Move to Washington
861606234	Move to Washington to eliminate the daily commute toll to and from work.
886471282	Move. I cannot afford to pay tolls everyday to get to work and home again. You people are ripping us off.
864608031	not work downtown anymore
866905682	Possibly change jobs to avoid the toll
865269456	probably move to portland
863821044	Quit my job
897200834	quit my job and go on welfare
861460614	Quit my job if the toll is too high. I teach at a small Catholic school which means I have to travel during peak times in the morning and I make a salary much less than most. It would not pencil out for my husband and I. If I don't work, we will spend less.
869615921	quit my job, work in Washington and give myself a pay raise all in one trip.
869672585	quit work or move to Vancouver
864275100	Sell home in WA and move to OR
871575677	sell my house in Vancouver if I can
863934554	Seriously would consider moving out of area
863826528	Terminate my employment in Oregon
864685706	There won't be a toll-free route if you toll both bridges. If that happens, we'll move our business elsewhere.
861756393	try and find a job in washington
874636722	Try and find a new job, move to a different city
872888669	Try and transfer my job to legacy salmon creek if not find another job.
878902637	Try to find a job in Vancouver, and don't do business in Portland
863848296	We would have to seek jobs in Vancouver

Columbia River Crossing Tolling Study Write-in Response Report

Respondent ID	Multiple Choice Question #10: If a variable toll is charged to use the I-5 Columbia River bridge, what is the thing you are most likely to do? (choose one)
871057823	would be forced to quit my job and avoid Portland altogether.
867265032	CHARGE customers more for my work
861191991	Move my business location from WA to OR
867432502	pass the cost on to my customers
864701461	Raise my fees and prices to cover the added expense
861483104	Relocate my business to another State
855341109	The toll will be passed back to the federal taxpayer, for personal trips I will utilize WA businesses more often, resulting in less revenue for OR businesses
862331492	use a common carrier for business deliveries
860328052	Don't Toll it.
863946489	Dont want a toll at all. No commute if there is a toll!
885349565	Have less savings
867044985	HELP INCREASE THE EFFORT TO BRING FAMILY WAGE JOBS ACROSS THE RIVER TO SW WASHINGTON SO I DON'T HAVE TO DRIVE THAT BRIDGE AT ALL
864266390	How dare you try to toll this bridge. It was already paid for.
878740951	I already commute by C-Tran bus to work in Oregon and support its economy with no representation. This is just one more way to screw those of us in Clark County. I DO NOT SUPPORT TOLLS OR MAX INTO CLARK COUNTY!!!!
863813938	I can't change the time I go to work. I don't mind tolls but from what I understand, it's going to be \$4 each way! That's just too much on a daily basis!
864297409	I do not choose when I have to cross/ on-call does
858465492	I do not support any form of tolling
868183947	I do NOT support any tolling!!
864274783	I do not support the toll at all I live in Oregon and work in WA
851941244	I do not support Variable tolls
865410307	I don't drive this direction
855970260	I don't support tolls when there are no other route options
862875218	I will not pay a toll on public roads
861222845	I'm against the bridge and against the tolls
866498227	No toll No toll No NO NOOOOOOOOOO
868509854	no toll already pay oregon tax
867701435	No toll at all. Pay for it like any other road improvement
864822309	NO TOLLFREE ROUTES WILL BE POSSIBBLE
877892710	NO TOLLS
869234654	no tolls
866447417	no tolls
859993205	No Tolls
858695848	No tolls
867577715	NO TOLLS !!!
859005660	NO TOLLS and NO LIGHT RAIL
863014966	no tolls at all
863857303	No tolls at any time of day--I am against tolling no matter what the rate of toll!!!
861460918	NO tolls It's a Interstate bridge Federally fund it!
868448802	No tolls or light rail!!! We do not need Portland crime in Vanc.!!!
864397897	NO Tolls!
861974609	NO TOLLS!!!
864382226	No tolls, please.
863135776	NO variable toll: instead bulk rate books to reduce toll
847838824	Not much I can do
875510632	STILL NO DAMN TOLLS!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

Columbia River Crossing Tolling Study Write-in Response Report

Respondent ID	Multiple Choice Question #10: If a variable toll is charged to use the I-5 Columbia River bridge, what is the thing you are most likely to do? (choose one)
886004408	Tolls shouldn't be collected.
871974711	We do NOT need an expensive bridge! You can leave off lanes for bus and bike. NO ONE uses these between the states.
867197619	Drive way out of my way on I-205.
866741784	For Dr.'s appointments there's not much of a choice. You can't go in the evening.
864594489	for work i would have no choice but to use the bridge
861817288	Go any time I need to
866518962	going to work can t help it
865615024	Grumble and pay the damned toll
866924662	Having no other option I would begrudgingly pay toll
859973547	I approve of tolls and will travel whenever I want to and pay the toll
865250874	I cannot change my work hours, I would have to pay a higher toll
869984206	I do not go across enough to bother me, but I am stuck in the WA residents traffic
867322126	I shifted work start time from 7 a.m. to 5:30 a.m. (over a 10 year period) to try to avoid rush hour backups. Variable toll hours would likely save me \$.
870154599	I still have to work, so I get stuck paying the toll
863861619	I use C-Tran Express on 205, but would pay toll to tavel if living in I5 corridor
866352485	I use public transportation due to poor vision. I would pay if that is due on bus.
861974568	I will go when I want to go. I do not object to tolls.
861298589	I would pay the toll irrespective the situation.
861079140	Most of my travel is based on pre-set meetings, so I travel as needed, dates and times.
863723156	no change. charge away!
861058073	PAY APPLICABLE TOLL FOR TIME OF TRAVEL
864278861	Pay my share for the roads we drive on
865659291	pay the piper no matter what. I have to get to work. What is it you libs don't understand
874632580	pay the toll
868218123	pay the toll
864428732	pay the toll
863830693	pay the toll
865407630	Pay the toll and get on with it.
865425877	pay the toll and use the bridge
872055030	pay the toll at whatever time of day I have to use the bridge
870705902	Pay the toll on weekends, no change in behavior
863809283	pay the toll with no change in behavior
849542020	Pay the toll!
852293857	Pay the toll! (Why isn't that an option?)
867347339	pay toll whatever it is or use transit
864352926	Pay toll.
861075491	Pay what is required to get me to my destination without changing my schedule.
861082036	suck and pay, I have no other way to get to my home
867035248	Suck it up and pay the toll.
876749669	Use the bridge as required and pay the tolls
882920171	We would pay the toll providing that feeder lanes/HOV lanes would be constructed
871155973	why don't you ask if we support tolling
863816416	with limited trips to Portland I don't feel a toll will affect my commute one way or another
886805284	Would not change my travel time -very willing to pay
863043606	better be bringing MAX into Vancouver!
868597062	Blow the toll
868522914	Cannot answer without knowing amount
851931647	Cover up my license plate.

Columbia River Crossing Tolling Study Write-in Response Report

Respondent ID	Multiple Choice Question #10: If a variable toll is charged to use the I-5 Columbia River bridge, what is the thing you are most likely to do? (choose one)
880019049	Get screwed because I work in Portland and pay Oregon state income tax and TOLLS???
863815704	Go bankrupt, abandon my home and quit my job
876090982	I must travel no matter the time. I want a flat fee toll.
863822179	I will take public transit if it is express routes only. Stopping every quarter of a mile is very slow.
858590864	I-205 is already busy enough. This would only make things worse on I-205 Bridge.
864322162	I'd travel during peak because non of the other options would work for me.
862585193	I'm a hospice nurse, don't have too much control over timing of trips into Clark County from Portland.
858505373	Incomplete data - need toll amounts for the equation
868952526	It depends on the toll amount.
862865686	It depends on what my boss is willing to do.
867749069	know what a short hair is?
849627981	live in WA , work in OR, pay taxes in both states, my use of OR facilities / roads is similar to a luxury tax for what I receive in return
863829934	Lobby for Light Rail to be the first and foremost reason why we are doing this-I say leave the bridge alone, toll the bridge use and build a MAX line tunnel under the river, no car usage period!!!
875754180	make sure i am not paying to haul someones toilet paper
878491834	makes it very difficult for families to commute to work
868367269	n/a
888388090	No longer support Portland, OR economy.
863862199	no options- my work time isn't flexible
854018779	Not sure
866194985	nothing much I can do that suits my commute
871591023	Pray that it means fewer Washington drivers in PDX over all.
861785543	See question 16.
890839318	Since I am in sales this will be case by case, my delivery companies and customers will also have no choice (I am in transportation.) A THIRD bridge needs to be built. Make it a toll, pay for it then after it is paid for keep the toll and roll those fund to the I5 and I205 bridges.
860451891	SWIM
861597719	Take the money from someone who wants the new bridge
864031634	The economy is in the toilet. Focus on keeping jobs in Clark County, so our citizens don't have to commute to oregon. Local jurisdictions are directly responsible for a large number of it's laid-off employees having to commute.
870800566	train
854926281	Variable tolls are not the answer, bringing jobs to the Vancouver area is why not take the toll now and use the money for economic development projects that would benefit Washington residents? I know many people would not drive the I5 bridge if we could work at home
863810185	variable tolls should address the traffic direction as well
863853634	Why toll on a bridge that has been paid for many years ago?
870617867	cross at 205 bridge
866203119	If I go over the bridge it is when it is convenient to me
863605715	If I need to cross, I'll cross regardless of the toll. Traffic is the issue.

**Columbia River Crossing Tolling Study
Write-in Response Report**

Respondent Question # 16: Finally, is there anything you would like to add to help inform the ID Tolling Study Committee?

897071530	service and delivery for small companies should be exempt from toll
897058394	I do not think that people in wa. should have to pay toll if they are required to commute to Or. for work purposes. And vise versa. This would add approx \$6 a day for me just to get to and from work every day (assuming I would have to pay both directions). That is \$30 a week, \$120 a month and \$1440 a year. If it is required for work I think that monthly/or yearly passes should be available for a discount.
896914753	Public transit development is crucial to a sustainable future. Without the Columbia River crossing we have less hope for a sustainable future. I am willing to pay a toll if it means we can have light rail between vancouver and Portland.
896753847	I do not support tolls of any kind. This is an interstate highway and tolling will alter interstate commerce. Furthermore tolling is currently illegal on the federal highway system.
896154507	No Tolls! Get Fed money!!!!
895999194	I think tolls should be focused on motorized and non-transit modes to better manage those trips and congestion.
895994116	I'm tired of government shoving these kinds of things down our throats. To consider tolling when people are losing their jobs and house and paying so much more for fuel is a slap in the face to We the People. Those government officials who support it are out of touch with those they represent.
895921132	A bridge could easily be built for much less than the propesd cost and a tolling option only reveals the wasted cost created by this project.
895246298	Adding a smaller toll earlier (as in 2011 rather than 2015) would help people adjust better than a higher toll starting at a later date.
895196506	Let's quite talking about it and build the bridge. How much money are you going to waste before you build the bridge? We need to get this started now and get some jobs in our community.
895059258	I would be most supportive of the project if there were times of the day or week that would be toll-free.
894979890	No TOLLS!
894793186	Avoid tolls. For non-residents, collecting "electronic" tolls can be confusing and difficult to understand.
894526950	Oregon would lose shoppers from Washington. Interstate workers would be unfairly burdened. We already pay taxes for roads—tolls create, in effect, double taxation. When I-5 and I-205 are the only major conduits across the river for the majority of drivers, tolling these bridges is tantamount to a dictatorial mandate.
894316007	thanks for your work.
894878390	let's have a sales tax too.
894119726	I am concerned the 205 bridge use will become heavy instead of the I5 bridge.
893298291	I don't think you should use tolls at all, especially the electronic ones. They are a pain for the casual commuter (let alone a tourist), and you will discourage shopping/visiting between the two states. This survey should give you the option to say you don't want tolls at all. We used them in Colorado for the C/E470 fiasco and no one uses that highway unless they absolutely have to. You might get more traction if you insist that the toll will expire once the tolls have paid for the construction, but you're planning on using this for traffic control too? What happened to the stimulus dollars? I've not seen much in the way of improvement on the Oregon roads and this proposed improvement includes a toll. With 12% unemployment, the last thing you should be talking about is adding more taxes - and this is basically a tax.

**Columbia River Crossing Tolling Study
Write-in Response Report**

Respondent Question # 16: Finally, is there anything you would like to add to help inform the ID Tolling Study Committee?

893279778	To gain public acceptance I would propose that tolls be reasonable and more for large semi trucks, less for pickup trucks or cars with trailers... and lowest for cars by them selves. No charge for motorcycles. I feel max toll for car at peak would 2 bucks, trucks 3 bucks max and for semi trucks 7 dollars. Suggest a lower toll be accessed on I-205 bridge roughly half. I would also suggest taxpayers be told ... when a certain amount of money is in the bridge fund... maybe in 10 years... then toll would drop but keep some tolls to pay for future bridge needs. Also would add the toll should be same going north or south. my thoughts.
893027524	As a resident of Washington and a tax payer in Oregon, I resent the fact that I will have to pay a toll while fueling Oregon's economy
893025707	As a resident of Washington and a tax payer in Oregon, I resent the fact that I will have to pay a toll while fueling Oregon's economy
892998596	If electronic tolling is implemented, accommodations must be made for drivers from out of the region who would not have a toll pass. Don't pattern it like certain highways in the LA area where you don't find out until it's too late that there is no cash toll option and you will be fined for using the road without a toll pass.
892980669	Unfortunately i will probably be too old by the time project is complete to care...but after commuting w/o a car for 6 mos in Boston area, think it's necessary to add light rail & long overdue and the stubbornness of community to support this project for the last 10-15 yrs is ridiculous! By the time it is done anything will be an improvement. i've commuted to PDX for work for 30+ yrs, on bicycle, bus, car & Max. It's taken a huge chunk of my lifetime to sit in traffic...allowing an hour for what should be a 15 min. drive so i won't be late, adding 30 more minutes if i take public trans from Vancouver. At least the max ride or bus i can relax and read...instead of being constantly reminded that there are too many of us for the infrastructure to support especially when no one wants to support it!! We only stand a 'chance' of getting the kind of community that works if we give. As it is I am only constantly reminded of a 'dog eat dog' mentality. Sorry for the rant...i'm just a tired old idealist!
892800154	Toll the existing bridge, ASAP! This will not only provide data regarding how effective tolling is for raising funds and reducing traffic, it might actually reduce traffic enough to make a new bridge unnecessary.
892098369	Need to be concerned with the economic impact of tolling on residents who work in Oregon. They already carry a burden by paying Oregon income tax. If we can't bring enough jobs here to Clark County then we have to look at impacts on these residents. Will they move to avoid the tolls leaving an even larger economic burden to remaining residents - right now they bring their Oregon earned income here to Clark County to spend. This has far reaching impacts beyond a simple toll!
892089257	Tolling seems to be a big money maker. I really believe that upgrading the I-5 with no lift bridge would be the best overall choice.
892083511	There should be no tolls on Interstate 5. Its a federal highway, this is inexcuseable. Get the state budget fixed, and get the other state spending under control. We can afford a tunnel to replace the viaduct, and we can't afford a new I5 bridge???
892032262	forget the tolls, just remove light rail from the projects, vanc doesn't want it so quit forcing it on us.
891936947	I don't really understand how the electronic toll reader would work. especially if you cross the bridge maybe once or twice a year. would there be some sort of tag that can be read and how would it work for those driving across the country?
891932703	I support tolling 100%.
891467525	You need to have a commercial tolling rate for companies in the area with operations on both sides of the river. This rate should be lower than other rates.

**Columbia River Crossing Tolling Study
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Respondent Question # 16: Finally, is there anything you would like to add to help inform the ID Tolling Study Committee?

891282678	I think the addition of light rail is an excellent choice and will be a great addition to travel into Vancouver
890993607	Use Fed stimuous money to create jobs. No Tolls!!
890992848	Use Fed money...No Tolls!!!! Build basic 10 lane bridge without lightrail!!!!
890990996	Get more Fed money since it is a Federal highway!!
890989443	Build it with Federal Stimulous money to create jobs!!! No Tolls!!!
890973427	Yes. NO TOLLS! I don't support the plans for a replacement bridge that doesn't increase the number of driving lanes. Bike lanes and light-rail do NOT count as driving lanes, so calling the bridge "12 lanes" is mis-leading the public. What we NEED is a third bridge across the Columbia, following the rail right of way to Hwy 30, and then connect from there through Cornelius Pass to Hwy 26. What we DON'T need is a really expensive bridge that basically only adds light-rail and bike paths that costs hard-working people MORE MONEY.
890839318	#11 should have a NO SUPPORT option. The best option is to take the funds and make a THIRD bridge. After the 3rd bridge is paid for, keep the toll and roll the funds to the I5 and/ or I205 bridges. I am in sales and work in transportation. It is UNREASONABLE for me to carpool to a sales call in Hillsboro so I am being penalized. Further, it is IMPOSSIBLE to "carpool" cargo that I am assisting to import/ export to / from PDX and this is another cost/ fee etc that makes the local businesses less competitive. These " few dollars" here and there will add up.
890823149	The bridge should have rail/bike and as many car lane as possible
890649041	Look to alternatives. If you must toll I-5 in deferance to the voters in Clark County that can't afford more taxes, then only toll I-5 and leave I-205 alone...
890543424	Should start tolling now. Get more money to help with the cost of construction. Use ARRA money as well. Start construction now, don't wait.
889867357	Courage. Tolls are necessary, or else PDX won't help Vancouver. It's mostly those folks who will likely be dead when the bridge is done who oppose tolls.
889340261	If tolling is unavoidable, the best way is to make it monthly payment basis to all Portland metro area (meaning 300 miles radius of i5 or i205 bridge, who uses it more frequently) resident some kind of a bridge tax and make it per trip basis who uses the columbia bridges less frequently. Also portland/vancouver mayor office should host a fund raising dinner by inviting people like bill gates, paul allen, paulson and other rich people from nike, intel, and other companies. I am sure fund raising will be successful, this way toll could be easily avoided or can be very nominal to local residents.
889267873	Let's get it built!
889150139	Why tolls? Please explain. This project involves both Oregon and Washington, dealing with a problem of FEDERAL infrastructure. Where are the federal dollars? Where is the support from the industries which HEAVILY depend on this bridge? Why should commuters and local citizens shoulder this burden over and above whatever local and state taxes will additionally be levied to finance it? No one seems to have answered these questions: a toll seems a foregone conclusion at this point.
889138728	The existing I-5 bridge was built and tolled while I lived in Oregon and worked in Washington. The toll was very reasonable and it was dropped when the bridge was paid for a few years after the bridge construction was completed, all of which made it very acceptable to people..
889131445	Tolls should be removed once the bridge is paid off.

**Columbia River Crossing Tolling Study
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Respondent Question # 16: Finally, is there anything you would like to add to help inform the ID Tolling Study Committee?

889079228	You state that there will be no toll booths. How are you going to get around all the people who do not have toll passes ... people passing through for the trip of a lifetime, so to speak? I oppose ALL tolls. Even with electronic toll collection on some level, there is expense involved just to collect the tolls. In Connecticut there was a bridge with a toll, and people would drive 25 miles out of their way to avoid the 10-cent toll. They upped it to 25-cents when it was discovered that the toll wasn't even paying the salaries of the toll takers. After several very serious accidents at toll booths on the CT Turnpike, they finally removed the tolls from almost all of their roads. I don't expect the toll to be very low, and tolls are a much greater burden on people who are struggling to make ends meet. It is a REGRESSIVE TAX on low income people who must use the bridge to get to work. Sometimes there is no alternative to driving one's own car, because public transportation doesn't go where one needs to go. (Blame that on GM convincing cities to get rid of their public
888995469	A \$1 toll would not change my travel choices. A \$3 toll would make me consider changing time of travel, max or avoiding the bridge.
888959212	Keep the bridge simple and functional. We do not need light rail. Light rail has been a financial drain on Portland and it will be a financial drain on Vancouver. Tolls will be assessed mainly on the citizens of Vancouver who use the bridge daily to get to and from work. If we are going to feel the brunt of the financing for the bridge we should have a major say in how it is paid for. Do not add light rail, make the bridge capable of light rail in the future if the need and financial support is available.
888395155	let's get on with replacing/updating the bridges
888390986	Toll to pay for the bonds then take the toll off. Maintenance is paid for with gas - tire taxes
888326388	I like squid.
888869340	Public transportation in Clark County is spotty at best. If one of the goals of the toll is to increase public transit usage, C-Tran will need to improve premium route service between Vancouver and Portland. The 105 simply doesn't run enough during they day (peak and off-peak hours).
888388090	Oregon needs to start another tax that helps support the highways, Washington already paid for almost the whole Glenn Jackson Bridge. Portland needs to bite the bullet and pay for what Washingtonians are already paying for!
888264360	NO TOLLS
888063107	NO TOLL!
888004867	If tolling is under \$1 people are flexible. But, if you are thinking \$5 that's way out there. It's not the Golden Gate Bridge. And people are still looking for jobs and trying to conserve gasoline. Ever asked the people what they are willing to pay?
887427510	I'd rather pay for this through taxes.
887091619	People on fixed incomes with serious health issues are increasingly forced to just stay at home because of the high cost of food, medical needs & travel costs.
887242671	I highly support tolling including on the I5 bridge. I do not support variable tolling because we know most of the trips across I5 are for commuting to/from work and school and so may not be flexible. I would support a lower toll on the 205 bridge in comparison to the I5 bridge.
886913084	this survey is a loaded, slanted joke.
886805284	If we are to live with two the two existing crossings then tolling both crossings should be implemented asap. An additional consideration may be to reserve a % of tolls collected in a interest bearing "Future Fund" if you will for a third crossing that is inevitable.
886789956	Stop trying to direct our habits by your choices. Be true public servants by providing what is needed for the populace--a new bridge without all your strings attached!

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886619801	I would like to see transit, carpools, bikers and walkers not subject to the toll due to their lower impact on transportation infrastructure, air quality and quality of life in areas near the bridge. I also don't want local neighborhoods suffer for the benefit of through-traffic. Tolling to improve traffic flows at the expense of "places" is a big mistake.
886515119	Everything cost something, no one should expect a free ride. But, it is important to maximize the dollars from the Federal Government. THIS IS AN INTERSTATE FREEWAY. Monies from local and state governments should be allocated to alleviating congestion on the feeder streets at and near the freeway.
886471282	People that live in Washington but WORK in Oregon cannot afford tolls. The daily tolls will kill us. The proposed bridge cost has been inflated by hundreds of millions of dollars to make it pretty which is a joke. If you are going to impose a toll on us that use the bridge, you should build a basic low cost bridge to keep the tolls as low as possible. If you don't, the people in Washington will be forced to move to the Oregon side of the river to avoid the hugh tax increase. Good for Oregon, bad for Washington. I don't hear anyone talking about this impact on revenues. Also, I take C-Trans and Max to get to work from Vancouver to Beaverton daily. This commute takes 3-1/2 to 4 hours per day round trip (~25 miles one way). Don't just think most folks will just start to take the bus to avoid tolls. They will move.
886431432	I have talked to several people, and contacted local elected officials and they all believe that tolling is a bad idea, and the since this is "Government Land" that the government should pay for it. Over a 4 period process being of course after this 4.2 billion dollar proposal is scaled down to like 3 billion or less. This is where our government need to step in before another Minnesota incident like a few years happens. They pay for 100% of the bridge. No other alternative would be prudent to Washington, or Oregon, this isn't our bridge, why should we pay for it?
886418323	I would like an alternative to tolling be considered and a part of the discussion. (bonds paid by auto license fees, etc....) If tolling is to be a part of the payment for the bridge - I would like to see toll booths. The idea that vehicles would be charged a fine if they went through without a payment sticker will not work. We have to get the payment as the vehicle goes onto the bridge - and tolling booths are the only way to make this happen. People in the area can buy stickers for the car - as can tourists. However there has to be a way for people with no sticker to pay to get on the bridges. If you don't do this - you will be wasting valuable resourses tracking and billing people who are not going to, for instance, write you a check in Canadian dollars and mail to Olympia... or wherever. . The amount of tolls that is being discussed is too high. Tolls for the bridges should only be \$2 one way - and shouldn't be higher during peak hours - because this puts the burden on the commuter.
886416547	It is assinine to consider a new bridge with any portoin paid for in local dollars. The primary importance is for interstate commerce, which is a federal issue. This citizen want to stop hemorrhaging money on studying this trophy project and move on. We as a city, county, state and country are broke -- stop borrowing more money to spend more.
886182638	Understandably, this is a challenging and costly project. It benefits the entire region and, through the distribution of product using the bridge, many of those that will rarely use the bridge. Please find a way to spread the cost over the region rather than a toll.
886073774	The Interstate system was built with with Federal tax payers money and should be retained as such. If you build another bridge in another area to help the congestion then I would be alright with tolling that bridge.

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886004408	Unequal tolls is unfair taxing. Taxes, in any form, should be collected equally, no matter what your status is or what time your employer requires you to be at work. Washington residents already pay plenty of out of state income taxes to Oregon and should have those taxes applied to DOT funding only. Tolls are not an option for this project and funding should be sought elsewhere.
885844569	I do not support the use of tolls.
886473459	At some point, government needs to solve budget issues not by increasing taxes and tolls on citizens, but instead on spending existing dollars more wisely.
885673049	If there HAS to be a tolling, it needs to be consistent for ALL that use the roadways, including bicyclists and light rail riders.
885665917	initiate tolling, once light rail has been completed, and is operational.
885562056	Do not toll the bridge. Better no new bridge than a new bridge with tolls. If the Portland mayor wants tolls then only toll vehicles with Oregon license plates!
885380297	I have lived in WA for the pass 7 years. Moved from CA. They had monthly fees on Tolls/ meaning ~ you could purchase a monthly little box that would go into your front window and you paid a lower monthly fee. They also offered a pay change booth for people who didn't purchase the monthly box and visitors.
885372748	toll booths are required, mailing invoices is unwise and a financial disaster, why should through travelers get a free ride? Toll booths (both cash and electronic) in the Chicago and NYC metro areas do not cause additional delay worth noting
885365034	If a toll is going to happen.. then you must toll walkers, bike riders the same. It is a community investment.
885349565	Consider each state set up toll points on I-5 in Wilsonville OR and Salmon Creek WA prior to the I-5 / I-205 split. Ea state can operate their own toll facility and contribute towards the new bridge(s). The CRC needs to focus on one **additional** bridges. The back office for proposed ETC scenarios are TOO EXPENSIVE to operate. There needs to be manual toll collection for traffic INbound to the Portland metro area (North at Wilsonville; South at Salmon Creek). There is NOT ENOUGH EXPERIENCE with the Tacoma Narrows or SR-520 bridges. The WA Good to Go is perhaps not appropriate here. Tolling into the Metro Area will reduce costs of tolling infrastructure. There could be ETC transponders for residents where they could bypass manual toll collection into the metro area. Most traffic at these points is north to south and vice versa rather than east-west. I have watched the meeting on CVTV and am disappointed that I did not have advance notice about the meeting.
885306429	Freightage is the primary impetus for 12 lanes (Port plans for W. Hayden Island, etc.). Trucks, via weight/mile formulas or other means, must pay their full share of bridge costs!!!
884992878	I think that the toll should be less for those that are carpooling, and more for the 80% of trips that are made with one person in the car. That way the states are promoting an efficient AND energy efficient and more enviornmentally friendly transit.
885000278	Do it already.
885450709	good luck - vancouver and portland are the city equivalents of the hatfields and mccoys.... well, the hatfields and something civilized.
884582001	When gasoline is again \$3+/gallon, the 12 lane plan will look even more idiotic.
884276179	your survey indicates that commuters have time to sit around and decide on which route to cross the bridge. SORRY in the real world we need to cross ASAP
884115938	N/A
884100890	!!
884095275	I will not pay a toll at all.... dont even think about it!!!
884686819	Thank you!

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884666663	Southbound traffic is not heavy at 5pm, would that still be a higher toll? Similarly Northbound traffic is not heavy at 8am, would that still be a hgher toll? I think you need to recognize direction of flow, not just time of day, in your tolling plan.
884626621	Shrink government and use the extra misappropriated money to fix the bridge. Get a better quote. Be fiscally responsible with our money.
883720512	We do not want a new bridge, as the problem is not the bridge, it is on the Portland side. If we get one and there is a toll, I will not be able to see my family in Portland who are elderly, and need my help, as will not be able to afford a toll. I am retired and very limited income. In fact can't hardly afford the gas to go there.
883696939	WOULD LIKE TO SEE TOLL BOOTHS, AS WELL, ON BOTH I-5 AND 1-205 BRIDGES
883496178	lower tolls for seniors on fixed incomes or no toll
883459082	Make the electronic tolling scheme interoperable with other ETC methods in the region—either FasTrak in CA, or Good to Go on the Tacoma Narrows in WA. Or, support true interoperability and join EZ-Pass, the multistate ETC agency on the east coast, and bring interoperability bi-coastal.
883174037	This whole new/old bridge debacle gets ridiculous ever minute. Have you tried actually driving through toll road/bridge before? It is very annoying. Just tax people. What is the problem? New "pass through toll zone without stopping" technology alone will cost a fortune (or more, if implemented badly).
883168164	I am a huge proponent of responsible tolling for both infrastructure construction/improvements and as a disincentive to driving. Toll away!
883162484	i am grateful for a new bridge. Also i do advocate lower rates for a longer period rather than higher rates for a shorter period. This temporary inconvenience will be worth the convenience it will bring in the long run.
883091630	Yes, I work and my Wife owns a bussiness on PDX. A toll would be a great burden and eventually, over time create a demographical change. People would just relocate.
883051655	I do NOT support tolling either or both of the bridges. Period. I work in Portland, live in Vancouver and am lucky to have a job. Oregon takes a heap in taxes already and tolling is just more of the same raping of the ever dwindling middle class in this country. That aside, what incentive would I have to shop in Oregon should this pass? None, thus further hurting the economy. I DO NOT SUPPORT IT AT ALL!!! How about stop misusing some of the taxes that are already taken from me? I have to be accountable for my pennies and uncle Sam should be as well!
883918861	No, because I know this will not be read.
883143879	If taking public transportation is being encouraged, then alot of improvements need to be made. I work in Vancouver but for me to get to my job at the hospital from Oregon City, going over I-205, already takes almost an hour and that's driving at 5:30 AM and at 8:00 PM. To take public transportation would take forever and I don't feel like going all over town just to go somewhere that's a pretty straight drive.
883017059	I would be more likely to support tolling if light rail is dropped or to at least let the people in Clack county vote on light rail
882982837	Realize we enjoy the slower pace of Vancouver as well as the schools here. However, jobs are not available in Clark COunty that PDX provides. We get taxed by Oregon for working there, adn now tolled to get there?
882975443	Just bring light rail to Vancouver. That would reduce the traffic a TON
882920171	I do not think that there would be full support if the I-205 crossing would be a toll bridge. That would most likely kill any support for tolls and delay the new proposed Columbia crossing. I car pool every weekday and would not be in favor of adding a toll on the Glen Jackson. But I would purchase a pass for the new I-5 crossing.

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882840086	No Tools on existing bridges or roads!!
882779126	no tolls!
882356480	Start the tolls now!
882330859	I firmly believe the existing bridge should be tolled at a variable rate to see how this eases congestion before building the bridge.
882837708	Offering a rewards program for those who are able to be more green and promote less congestion and pollution rather than the "punishment plan."
882882760	I will stop shopping in Portland if there are tolls!
882699598	As I said in question #5, If the bridge can not be built with out tolls then do not build it. The congestion will just be moved to the 405 interchange then to the rose quarter. I have traveled this route since 1976, and Oregon, is just now upgrading the Delta Park to 3 Lanes. Not much thought as far as I am concern, if Oregon really wanted a new bridge you would think the delta park area would have been planed for the new and bigger bridge. I am sure the mayor of Portland will want to toll that overhaul of the new improvement also. I am also sure you really do not care what I think.
882616907	Tolling might also inhibit growth in Clark County, which I favor. People who work in Oregon might be less likely to move to Vancouver.
882156218	Start building now.
881877131	Having ANY money, especially tolls, going to the Light Rail Boondoggle is utterly unacceptable.
881864034	I really liked the idea of having the top deck of the bridge be a park with max line, bike paths, and possibly market.
882089487	Dual direction tolling is worse than single direction tolling. If there was a bike lane that separated the rider from the noise and wind of vehicles, I would ride across the bridge to avoid tolling.
881817196	Tolling should not be an option. I spend a fortune on Oregon state taxes and nothing to show for it.
881781550	Tolling should be located near the vancouver end of the bridge to allow Hayden island residents an option to get off the island without paying a toll since they have no other route option.
881734468	Upgrade existing I-5 bridge for transit, biking and walking and don't build new bridge.
881717733	I do not support tolling. WA residents already have to pay Oregons 9% income tax and receive little to no benefit from that. The toll unfairly targets WA residents that commute to the Portland area.
881693576	Bring the rail and we won't need a new bridge. Use the old train bridge.
881675221	Tolling is greedy because it won't ever end. When they built the second bridge a toll was added but when the bridge was paid for, they removed it. That will never happen today.
881651547	just hurry up and get it done. Be sure LIGHT RAIL IS INCLUDED.
881642966	I think that the cost of the bridge should be federal not local, this is a national interstate and needs to be paid for from usa government funds.
881517698	the questions are sqewed to accept a toll in general when it is the metro community as a whole who benefits and it should be a group ay effort with no toll at all. the survey questions are slanted.
881493181	Why so much more consideration for pedestrians and bicyclists than for cars? Who pays more taxes?
881445896	Wait to see how widening I-5 out at the Delta Park area affects traffic on the bridge before building a new bridge.
881420430	no tolls we all ready pay enough tax on other crap
881409794	I don't think it should be told period. I think we should have stimilus money supporting this project not the general public.

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881409163	NO TOLLS and NO LIGHT RAIL
881392027	keep tolls affordable
881366782	Please do not add tolls to the bridges. Find some other way to pay for it. I will refuse to go to Portland, as will many others.
881361803	I am very much looking forward to taking light rail to Vancouver.
881356756	No Tolls
881340970	build 3rd bridge without lightrail....without tolls use Federal stimulous funds!!!!
881339962	I think it would help public opinion if we knew whether or not the toll was temporary and for how long.
881324028	Just make the toll a reasonable amount. If the people in Vancouver have such a problem, they can ride the Max.
881318439	People who live in Vancouver and commute to Portland already pay loads of taxes that we never see again. We already pay to drive to Portland!! This is a big mistake. We will not shop in Portland ever again if the toll goes through.
881287276	I do not believe that a new bridge is the answer. The source of the problem is very clearly the road restrictions south of the I-5 bridge. Widening the road and improving the on/off ramp functions would yield the necessary improvements.
881281679	I would happily pay a toll on the existing structure if it were applied towards discouraging personal vehicle use and encouraging mass transit options.
881200455	I don't like the idea, but we do need the new bridge, so I would have to adjust to the idea.
881047128	Not really excited about paying to cross.
880951977	We should increase the gas tax and not toll. If tolls are unavoidable, only have them on single driver in the vehicle, not transit buses, etc. Also, an HOV lane(s) is a must!
880644692	If the I-5 bridge MUST be tolled to pay for construction, I would want some kind of promise that the tolls will cease when the bridge is paid for. If a lightrail is included in the new construction, I would be most likely to use that mode of transportation rather than paying bridge tolls. PLEASE leave I-205 alone.
880681529	hurry up whatever you decide to do and don't wait too long!
881309025	Variable times for peak tolling rates hurt those of us who have the LEAST schedule flexibility and differentially benefit upper management types whose schedules are flexible. I pay THOUSANDS of dollars to Oregon SOLELY for use of the freeways to get to work, and I get no right to vote in Oregon. WE ALREADY PAY TOLLS!
880569590	Requiring vehicular traffic, many of which are required to make the daily transit, to bear the full cost for unnecessary extras like viewing decks and max trains, which Vancouverites have said WE DON'T WANT, is unacceptable. If you toll one bridge, we will find another route for those trips we need to make. If you toll both bridges, we will quit travelling to the zoo, OMSI, events and shopping in Portland, to the greatest degree possible. Tolling both bridges, when there are no other routes available, will also have the effect of dividing families and our community. In general, I think tolling can be an effective way to pay for major road projects, but I strongly disagree in this case, because I-5 is THE MAJOR transportation route for the west coast and there is only one other place to cross the Columbia River in this area. PLEASE reconsider your plans.
880515732	Tolling worked before, why not now
880343289	Trim the project, tolls are not necessary. Just as families do decide between wants and needs.
880257367	I am in support of the current preferred alternative that includes light rail and I support tolling to pay for the new bridge.

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880019049	How about getting an income tax break for people who work in Portland and live in Vancouver? 60,000 people on average use the bridge to get back and forth to work, why should we bear the brunt of another tax? Skip the idea of some fancy bridge as well, make it simple. All that just costs more money and will make the tolls longer and more expensive. Washington state residents will be starting an initiative to prevent the state from selling infrastructure projects so don't even think about that!
879828368	We ought to be able to purchase a one-time fare at a facility near the bridge
879811340	no tolls
879904693	Forgettaboudit
880238695	Its rediculous to spend \$ and build a toll booth on I 205 to help pay for a bridge on I 5. Would all bridges accross columbia increase ie. Bridge of Gods and Hood River?
879680516	I strongly support tolling and keeping the tolls after bridge payback is complete to fund maintenance.
879679632	For school it is not possible for me to change times of travel accross the bridge
879631911	What I haven't heard addressed is, with no tolling booths, how are toursits/long haul trucks going to pay the toll. This looks to be a "targeted toll" at commuters only. If I live in Nevada & travel to Canade, will I have to pay a toll? TO me there are too many unanswered questions on the specifics. All I've heard is "yep there's going to be a toll". But how much and for how long (until the bridge is paid (and who monitors that balance) or forever). Before I support/non-support I would have to hear more.
879562144	forget the whole idea at ALL!!!!!!!!!!!!!!!!!!!!!!
879555813	no
879344792	Build the bridge to be a bridge not a postcard
879240064	I don't think so! I just have a big thank you for the committee for all that they are doing. You guys are really working hard to improve the life here in Washington and Oregon and I'm very grateful!
879199753	WHY DON'T YOU BONE HEADS TAKE YOUR HEADS OUT OF YOUR BUTTS AND REALIZE THIS GETS VOTED DOWN EVERY TIME!!! THE OLD BRIDGE IS FINE...YOU PEOPLE START A PANIC &TROT THIS ISSUE OUT EVERY FEW YEARS JUST TO KEEP YOURSELVES BUSY AND EMPLOYED. WE DIDN'T FALL FOR IT THEN, AND WE'RE NOT GOING TO BUY INTO IT NOW EITHER. WAKE UP!!! YOU HAVE LITTLE TO NO SUPPORT. MOVE ON AND DO SOMETHING USEFUL WITH OUR TAXPAYER MONEY AND YOUR OWN TIME!
878928393	I already pay Oregon State Income Taxes as well as Washington State Sales Taxes. I do not like the idea of being taxed yet again.
878902637	As a commuter to Portland (Swan Island), I have few options for crossing this river. In lieu of finding a job here, I would support tolls, only if we could obtain tax relief from Oregon Income taxes. I have a real problem with the fact that tolls are paying for things (MAX, bike/walking paths) that no one, except city leaders, wants. With only two choices for crossing this river it is unreasonable to toll both of them and to place the burden for paying for the new bridge on those who must cross for work.
878793657	If the end result is higher tolls during peak trips then funds must be available to work with employers to be more flexible regarding employee work hours. Tolls will be an unfair burden to low income people. The committee needs to figure out ways to work with employers to help low income people pay the toll. Also, ban studded snow tires on the bridge and roads or charge a fee if motorists use them!

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879633165	Tolling in my opinion is unfair and only costs those that actually use the roads. Everyone benefits from the commerce that flows between the states in some way. It is unfair that some will receive that benefit without paying for the cost. Bridges have been financed for a long time without the need for tolls - find another way - or wait until another funding mechanism comes along.
878775289	the new bridge should be for vehicle traffic, not light rail
878773449	Going to R.N. program at Clark College. Must do, no change possible. Money is already tight. We need consideration!
878752072	NO TOLLS!!!!!!!!!!!!!!
878745804	Money for this improvement should have been accumulating through other methods/taxes many years ago. I was employed in Portland back in 1978 and the traffic was not pleasant then. I feel sad knowing that the leadership in Washington and Oregon have not better job of working collaboratively together on this project. (Information from the newspaper and local news channels) Where is the vision?
878740951	How can you honestly believe that people in Clark County can afford tolls and Max. First, we don't want either. Many of us work in Portland and full the full rate of taxes to Oregon (without any sort of representation) and we also pay our full shares of taxes in Clark County and Washington. How can you go against what the votes wanted and bring in Max? You form a committee and decide whatever you want and we get Max whether it makes sense or not. Clark County does not want Max crammed down its throat. Neither people nor businesses can afford it. When are you going to understand that? It's about money and there's a limit. I am being taxed to death. It needs to stop. But more importantly, you need to understand that so many people are in this boat. I live with the congestion every single weekday. I spend 2-3 hours a day commuting and it is horrible. I am 62 years old. But, I do my part and take the bus because it is economically the smartest thing to do. I took Max for years. It will increase the commute time even more than the bus takes. I cannot and will not support it. But I guess that doesn't matter, because if the "committee" wants it, I guess we
878712094	I would only support tolls as a temporary measure to offset some of the cost of the new bridge. I am against a permanent toll on either bridge.
878704212	I think tolling the I-5 bridge is a fabulous idea but if and only if public transportation is dramatically improved.
878694102	People that live in WA and work in OR shouldn't have to pay tolls at all. Let OR take the money out of the income tax it collects from WA residents. This is true taxation without representation.
878659923	won't be happy paying for an ugly bridge
878630825	The rush hour commute from Portland to Vancouver in the morning and from Vanc->Port in the evening is NEVER CROWDED. Going the other way is almost always busy at rush hour. I think we should look at adding to the existing I-5 bridge: 1) a MAX line connecting to the current Interstate line, 2) an extra lane- it would be paid for by those who use it, it would go South in the morning and North in the Evening. If this isn't possible, a smaller new bridge with these features would be all that's needed.
878574842	If you toll either or both bridges, my family will move out of Vancouver and into Oregon.
878520629	As a Hayden Island resident I feel local island residents are at a disadvantage being tolled to access downtown Vancouver. It is our only local access to essential businesses like banks, post office, etc.
878491834	I really would not like variable tolls it is not fair to people who cannot adjust work schedule for non commute times or with families. Maybe think about getting decent paying jobs in vancouver and good business in vancouver/washington so people don't have to cross the bridge to go to work for a decent pay check.

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878472941	Toll should be on the bridge route being replaced paid by the users of that route, not on any and every Columbia river crossing. If the toll collection were to be extended to the I-205 bridge, the reasoning used could also be used to justify the collection of tolls from any portion of the I-5 system approaching a Columbia River crossing. Why not just redesignate the I-5 corridor as the Pacific Northwest Turnpike and put a transponder on every license plate issued by Oregon and Washington? Only the users should pay.
878398191	The State of Oregon already saps income tax from every Vancouver-based employee and does not have expenses associated with this revenue stream (i.e. very little Oregon services provided to those commuting from Vancouver to work in Portland). Its also a situation of taxation without representation. Why should the WA-based commuters pay for the larger share of the infrastructure that makes it possible for Oregon to continue dipping their hands in the wallets of those who live outside their state in an effort to cover their own poor fiscal discipline and management?
878351055	I think the tolling should be in effect only until the bridge is fully funded, then it is removed completely or significantly reduced.
878017907	I would rather put up with the congestion than pay a toll
877892710	NO TOLLS NO LIGHT RAIL INCREASE CAPACITY, **NOT** SOCIAL ENGINEERING
877880582	Please start somewhere.
878775626	Taxpayers absolutely cannot afford this bridge at this time. Tolls will cause more unemployment in Clark County (not economical for some wages); increased taxes in Clark County will cause people to move, causing more and more financial distress. We Can N O T afford this bridge. What spending can be taken out of the budget to afford this new priority? Is it really that high a priority? What has Pollard done in 14 years to get well-paying jobs in Clark County? There is a limit to what you can extract from taxpayers and we're already there. This has disaster written all over it. Longtime residents of Clark County already paid for the I5 bridge and it's unfair to tax or toll them again--that bridge is paid for and it's ours. Put this off until after the recovery. Work on getting jobs into Clark County -- jobs that aren't just more jobs paid for by taxpayers. The government needs to downsize, not increase spending. I vote, no, no, no, no... Pollard and Sam Adams will go down in history on this one, but it won't be a pleasant story.
877929502	Seems like this poll is set up in support for tolls. I am against the tolls, I think local citizens should not have to pay the tolls everyday they go to work. Why? Because I believe local government need to create jobs in Vancouver so people don't have to use i-5 everyday. Instead SEH america is providing NOTHING for the community but yet uses our most valuable resource - our people - to benefit from cheap labor jobs.
877832891	Tolling is not the right solution. Where have the revenues generated by our tax dollars gone? Both state government agencies in charge of transportation improvements should have collected and saved MORE than enough revenue over the years to single-handedly fund these improvements. The CRC project owes the public an explanation of where those funds have gone and why tolling is now even being considered. If you toll us, then stop taxing us.
877772296	Use the lottery to fund this as you are not using it for schools, fire department, or the police for which it was set up for anyway!!! Might as well put these funds to good use instead of continually draining our paychecks!!! My friends and family have seriously complained about the taxation and fees that we already pay in Oregon and Washington...It is unbearable!!
877768107	this will not help relieve traffic congestion it will only increased financial costs to everybody as it costs \$ to ride public transportation anyway. I am not supportive of this at all.

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877572106	I am concerned that license plate picture tolling will lead to resentment and enforcement problems, especially collecting from transient users from out of state users, putting more of the burden of paying for the bridge on local users. I also think more should be made of the earthquake improvements and reduction in maintenance costs of a new bridge as well. How long would the toll last? Is it likely to increase over time? Who will control these factors? What say will people have in the say of toll prices? Will the tolls be one way? I think they should be both ways and lower so you get more from the long distance travelers, not just locals.
877545625	Has the committee considered an increase in the gas tax in Wa and Or to finance this project? It seems that it would be very expensive to implement the electronic tolling as opposed to an increase in the gas tax.
877500984	This is a BAD ECONOMY!! Hold off on this as you have WASTED too much money on planning this already!!
877428101	road and bridge tolls are long overdue.
877426949	We should take notes from the Minneapolis crossing that was built after their old bridge failed in 2007. They built a high-tech bridge (100yr lifespan, embedded sensors, LED lighting) that increased capacity from 6 lanes to 10 (plus safety shoulders) and has capacity to run light-rail in the future (in our case, only IF Vancouver citizens votes to have rail). It was completed in only 339 days for a cost of only \$234 million, and even if we have to span twice that distance, surely we could do it for under a billion dollars (not three or four as suggested). We have already wasted more money on planning than they spent on their entire bridge project! If we can build this bridge using common sense, tolling will not be needed and the local community and economies will not be stifled. Please vote against tolling and look to Minneapolis for an example of how to do things right: http://projects.dot.state.mn.us/35wbridge/index.html .
877422406	This is just for information, but depending on the toll rates my husband and I would probably stop some shopping or activities in Oregon. He and I both work in Oregon, thus donate about \$6000/year in taxes and get about \$140 in return. For some larger purchases, building materials, dishwasher, etc we like to try and get some of the money back and buy in Oregon to avoid paying tax. But depending on the toll rate we might discontinue shopping in Oregon. Seeing the toll as a wash of what we might possibly save in tax. I don't know how many other families would do the same, thus possibly decreasing some retail revenues in Oregon, especially those near the Washington border like Jantzen Beach.
877397436	Light rail must be included with crossings on both the I-5 and I-205 bridge if tolling is to be included in the proposal.
877368979	No tolls
877358096	Will there also be tolls for the other modes of transportation??? Bicycles, transit, etc...
877134317	If I am to be forced to pay a toll because of where I live, then I ask that everyone be treated equally and that all roads in Washington and Oregon be tolled, so that no one gets a free trip on the roads if I and all the people who live in my area cannot take free trips on the roads. I want to see all users of the roads equally charged for the roads that they use. I should not be singled out just because I use the I-5 bridge.
877052700	Tolls are used successfully elsewhere in the U.S. and also in Europe. As consumers, we need to step up and pay our way. We did it before, we can again.
877045641	This bridge is part of the Interstate Highway System. IF the bridge needs replacement, where are the federal dollars? Pedestrians are not on the freeways except in emergencies. Bicycles are not allowed on the interstates. Why do you feel it is necessary to have pedestrian and/or bicycle paths? I don't know anyone who would walk across the river, or ride a bicycle to the Jansen Beach area. It makes no sense to walk or ride a bike to go shopping there. Light rail to Portland does not belong on this bridge. We already have rail service to Portland. If light rail is wanted by Clark County residents, it should be built so as to use the existing rail bridge.

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876940696	TOLLING IS THE ONLY TO GET THE BRIDGE, RAIL, BIKE TO BE SOMETING THAT WILL LAST WELL INTO THE FUTURE. TOO MANY TIME WE BUILD BRIDGES FOR TODAY AND TOMORROW THEY CAN'T HANDLE THE TRAFFIC. THANKS YOU ARE DOING A GREAT JOB. WE NEED 12 LANES & RAIL
876937834	Yes, Oregon has been delaying the remaking of their freeways to accomodate 20th century traffic for too many years, it is time for Oregon to come up to speed and join the rest of the U.S. with freeways that are designed for the 20th century not the 19th century. I also think that if 4 billion is to be spent that you should look for a location west of the I-5 system to route traffic around Portland and not thru it.
876931349	I have no say in the times that I must cross the bridge as my employer sets my work schedule. I can not transit as that would make a 40 min. commute into a 4 hr. commute. And most importantly I already pay a toll and it's called the Oregon income tax. As a Wa resident I have already paid the toll many times over with this unfair and unjust tax.
876914883	Support for tolls from Clark County will be very low until the nonresident Oregon income tax is dealt with. Like it or not, this IS your problem. 60,000 households in Clark County already pay a toll of over \$100 million a year to Oregon...we won't pay more.
876904204	Build new bridge without tolls....use Fed money since it is for the Interstate Highway System
876903512	No Tolls!!! No Light Rail!!!! Build 3rd bridge with Federal Stimulous Funds!!!!
876895811	I will vote against any politician who supports tolling or bringing light rail to Clark County.
876891924	I would support the start of tolling earlier than 2012, providing the elimintation of the HOV lane was part of the program. Make the exisitng HOV lane the tolling lane! Just think of the additional revenue that could be raised before the new bridge is started. The Greenies would not favor this, however they are not the only one whose voice should be heard!
876877905	Build a functional bridge, i.e. with as many lanes as possible. If we are reducing lanes to save money we should be reducing what we spend to make it look good as well. Something that looks "iconic" but doesn't adequately do its job is worthless and should not be built. Anything less than 10 lanes should not even be considered. It would be a waste of money. Tolling should cover pass through traffic as well as regular users. Everyone should have to pay. Current predictions of toll rates would add about 25% to the taxes I pay to work in Oregon. This would be a very big increase in an age where we are voting in tax limits. The affect is that I woud NOT vote for any new local taxes or fees like scool bond issues, etc. I haven't seen any evidence that the politicians have considered this side effect. I would like to see a study of where people live compared to where the jobs are. It seems to me that a lot of high tech jobs are in Beaverton and Hillsboro. There is NO good transit mechanism to get from East Vancouver to those locations. My commute
876869743	Oregon should use the income tax money it receives from Washington workers in their state to offset the tolls they will pay. We get nothing else from them.
876804350	I know it is costly. But I think it is important. There are so many people who choose to live in Washington and work in Oregon. They will, of course be the primary users. I think it is only fair that they (along with the rest of us who use the bridge occasionally) pay a toll. Whenever I travel to NYC, it is those who live outside the city and work inside the city who pay a toll regularly. It's fair. Installing a toll is only fair in order to collect funds to improve, repair and re-build the bridge.
876778876	I commute to PDX 5 days a week from Vancouver working for an airline which has not had an employee pay increase in 9 years , I cannot afford and do not think it fair to pay a daily toll 5 days a week for a bridge I maybe use four or five times a year.
876767822	I support only a 6-8 lane Columbia River Crossing. Workplaces must become more flexible to reduce congestion.
876765118	I Don't believe that there should be a toll on I-5 or I-205 and that there needs to be an Increase in lanes on the new I-5 bridge.

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876759666	The I-5 bridge is an INTERSTATE, not just a connection between SW Washington and NW Oregon. It affects traffic patterns all up and down the west coast. Is tolling an interstate highway legal???
876749669	Please build the bridge.
876556425	Needs to be a way of writing off the toll on my Oregon taxes as a work related expense or this will be another example of taxation without representation. This toll will seriously decrease any shopping I do in Portland. Also, since I work night shift the the bus system in Clark County to get me over the bridge to Gateway in Portland is inadequate with me having to leave 1.5 hours earlier for work and still drive my car about the same distance as I would have to catch the last bus from Fisher's Landing park and ride.
876446489	I have taken toll roads in Illinois, but there was an option that people could get off and take side roads -- if they didn't have the money, what are you going to do when someone doesn't have the money? Make them float across the river? How are you going to have a place for cars and trucks to pull out and pay their tolls then get back into traffic? -- there's no place to put extra/tolling lanes.
876336851	State and Federal funding is originally provided by the taxpayers. Tolling will only be making us pay once again. I also believe that electronic tolling is a violation of privacy. We do not need yet another "troll" bridge across the Columbia River.
876326439	A user fee is the only way to make this work. We have gone too long in the Portland Metro area of living under the misconception that the government should pay for and provide infrastructure. I am in full support of tolling.
876243362	I am hearing about a \$6 toll fee. A lot of people will be financially hurt as they work in Oregon since there are 'same type' jobs they can get in Clark Co. and most did not have high paying jobs. Is this what you want, to financially destroy lower income people? Clark Co. residents who work in Oregon should be able to pay a much lower toll fee and the toll should be either for southbound or northbound only and not for both ways. How about \$1.00 fee?
876215241	I'm supportive of tolling as long as it helps bring light rail to Clark County.
876170220	Don't toll. If you toll, then toll only Oregon license plated cars and trucks, as well as pedestrians, bicycles, and EACH public transit rider (equally with the toll for cars)!
876159481	tolling is regressive and people hate it. the tolls start for one reason ("paying for the new bridge") but ultimately never go away. i have seen this in the bay area. we need to give people a reason to stay in their own communities. no one WANTS to drive 30 miles from vancouver to have a job. vancouver needs to develop more employment so people have a reason to stay in their communities and not drive so much. in other words, focus on land use and zoning rather than tolling and building bridges!
876147130	Whether people are smart enough to figure it out or not, the cost of paying tolls to use this new bridge would be equal or less to the cost of having to sit in the traffic that exists currently just in fuel alone. Let's keep the project pushing along and get it built!
876127287	(1) In strong support of LightRail on both sides of I-5 and I-205 to help with congestion and commuting. (2) Strong supporter of the Tolls only being in place for a short period of time, not long-term.
876123504	Tolling will reduce the amount of people crossing the bridge, thus reducing the amount you would obtain to help pay for the bridge. If you have people paying tolls, there will be a reduction in the amount they will spend in the local economy, reducing the overall income of the State! Anyone can use this bridge, so why can't everyone pay instead of those commuting the most? This is an Interstate Bridge! We should not be tolling major Highways and Freeways!
876090982	Purchase of passes: daily, weekly, monthly, annually. For purposes of schedule activity over the bridges. I often take "circular trips" over I-205 and back I-5 for "round trips" to and from Washington and Oregon.

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876081588	In some areas the electronic toll transponder boxes are assigned to a vehicle and can not be moved to another vehicle. I strongly believe that if I pay tolls into an account in advance and use a transponder, I should be allowed to use the corresponding transponder in which ever vehicle I am crossing the river in. I also believe there should be no more than one toll charged within a period of time. Let's face it. Jantzen Beach is convenient. I've placed items on order at Barnes & Noble and other business there and have made quick trips across the river to pick them up rather than drive to VanMall or out east. If I have to pay two tolls for a quick crossing within the same hour, I'm much more likely to stop shopping at Jantzen Beach altogether.
875811513	Don't build a new bridge, make I-5 a minimum of three lanes through Portland and all of I-205 three lanes. That is the real problem with traffic, not the bridge. I commute daily on I-205 and see the problems at the Abernethy bridge first hand, I-5 has the same problem at Hayden Island.
875780265	"Between SR 500 in Vancouver and Columbia Boulevard in Portland, I-5 suffers from congestion,..." I personally do not see that is the case. It seems that most of the traffic is between the Marquam Bridge and the Interstate Bridge on I-5 Northbound (even more densely, the Fremont Bridge offramp to the Interstate Bridge). My vision of increasing the usability of the current bridge has been ignored many times in the past. It is economical, commuter and environmentally friendly, and sustainable, without billions in new construction. It involves using the mass transit at hand and providing special routes and incentives for mass transit to densely-traveled areas such as Hillsboro and Beaverton (where many commuters from Vancouver travel). Before the bridge improvements, it will be necessary to continue development of the I-5 corridor. The bridge, in my opinion, is not the bottleneck, and the whole area should be improved long before a new commuter-friendly bridge is constructed. The only way I would support tolls and a new bridge is if and when the two cities decide to use non-rail mass transit the way it was meant, a
875761434	QUESTION ARE YOU TOLLING WALKERS AND BIKES AND BUS RIDERS.? HOPE NOT
875698554	Why cannot the funding for the bridge be further supported by agencies that tax and encourage interstate commerce, and less by the working wage tax payers who work in PDX and live in Vancouver?
875686459	No tolls.
875565250	Tolls will isolate businesses and prevent people from using them. I would support a less substantial bridge with no tolls in exchange for moderate congestion.
875564999	I don't feel that a toll should be used as an attempt to deter people from traveling by car. Vehicle owners already pay the taxes and fees associated with maintaining the roadways. If these are not meeting actual costs, then charge the planners, developers, and accountants a toll.
875510632	BUILD A THIRD BRIDGE FOR TRUCKS. RETROFIT THE EXISTING BRIDGE NO LIGHT RAIL --- NO TOLLS
875502877	no tolls
875447349	The thing i am most fearful of is that the tolls will not end when the project is paid for. i think it is important to guarantee that the money received from tolls goes only to pay for the new bridge and required highway improvement involved. once the bridge is paid for, there should be a community vote- via ballot every several years or so to continue the tolls in order to pay for road improvements. Only road improvements and construction should receive money from the tolls.
875403231	Get the bridge built, 25 years overdue. Get Oregon on-board with a design.

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875396947	I am not in favor of tolling. My trips across the river are recreational, shopping and errands, so there would be less money saved for me doing so. My strongest concern is my dad lives here in Washington and takes both I-5 and I-205 daily sometimes multiple times during the day. His employer already said he would not be paying his employees toll charges. I am worried about the added cost to his commute. He is already getting close to being a senior citizen and will be working well into the retirement age. He is a very blue collar worker and depends on his job to support himself and my mom. Please look into all avenues, what is the most cost effective plan, what other cities have done, what works, and how will this be evaluated in the future as we grow and change in this area.
875223193	Are you saying you will remove the existing Interstate bridge once a new bridge is installed?
875108699	How about exempting people who cross everyday for work? I would likely move my business to Portland if such a toll implemented because the talent pool in Vancouver is far less than the Portland area.
875051690	I can not afford the income taxes I already pay for my 1 mile trip into Oregon each day (Haydn Island) for work. Tolls are not in my budget and I doubt my boss will give me a raise to pay for them. I'm for the early concept of a bypass bridge further west.
875013041	Traffic always sucks, but I consider I-5 through Tacoma during rush hour to be worse than anything Portland has thrown at me. Useless information, but I thought I'd share anyways.
874919150	Tolls will kill a large portion of the tourism trade. Currently, it is possible to travel from Mexico to Canada without paying a single toll. Why would anyone want to pay a toll to visit or even pass through our insignificant little blip on the map? Basically, it sends the message, "We're greedy, and you should go some place else!"
874905070	I support a 6 lane bridge. I do not support a bridge with more than 6 lanes. The bridge that I support has to have MAX crossing it- I also has to have a world class bicycle and pedestrian component (but not below the other traffic.) It has to be clean and safe to cross as a pedestrian or a cyclist. The bridges that I would support have tolls on both the I-5 and the 205
874903716	I am a student going to WSUV and enjoy the area and would like to live here permanently, but without light-rail downtown I will move to Portland.
874893570	WE DONT WANT OR NEED ANY STINKING TOLL GO SCREW YOURSELVES AND PAY YOUR OWN TOLL THIS IS NOT NEW YORK OR NJ WE ARE SICK OF PAYING TOLLS AND TAXES TO DEATH GFY
874810500	No Toll or NO BRIDGE
874679270	Consider the economics of or/wa state residents when determining toll fees.
874658485	Add light rail to the east side of Vancouver.
874636722	I don't want a toll bridge. I need to be able to travel freely to all cities in the metro area. As a poor college instructor who travels between campuses and states in order to make a living daily tolls would be just an additional expense that would make it harder for me to get to work and make a living
874632580	Question #7 says that people will shift the times of day that people commute. What about taking the I-205 bridge or using transit?
874595270	I generally don't support tolling; it is an archaic method to collect taxes. No one wants to have to feel the pinch of a fee each time they use bridge. Just roll it into other local vehicle taxes; it's less visible, less painful. If we don't toll other highways such as Hwy 14 or others that are NOT bridges and we fund and maintain them then WHY do we toll bridged highways??? Just because we CAN?

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874595095	I no longer work in downtown Portland therefore I do not have to commute to Oregon everyday. My opinions are greatly influenced by the fact I now work in Vancouver. I would hope that the planning committee has taken into account all those people that live in Washington and work in Oregon have been paying Oregon State income taxes (and not a a reduced rate). Since we are not residents of Oregon and do not have students attending Oregon schools and are not benefiting from tax funded services, the one major thing I could see my taxes paying for was roadway improve and maintenance. I hope Oregon is being held accountable for it's share of the financial burden as the majority of the toll money raised will come from Vancouver residents that already pay Oregon State income taxes.
874452156	I appose tim leavitts theory that tolling for commuters is unfair. they chose to move to the couve or chose to work in portland. they use the bridge most and should pay user fee. i also like to have light rail from 134th st expanded to air port and downtown portland with max.
874412621	there is nothing wrong with the bridge we have but could use another bridge to the west
874157372	why not keep the i-5 bridge and built another next to it for more lanes
874150925	For the health and sustainability of our region, I feel that a significant portion of the toll money should go to transit. It is the most future-focused solution--and will continue our region as a shining example of progressive transportation alternatives.
874130949	If you insist on a toll I will work towards stopping the the project. Tearing down the bridge is not necessary. If a new bridge is built there must be no tolls for bicycles or pedestrians. The new bridge has to be made friendly to bicycles with no multi-story manual climbs to cross the bridge. How about a 10 cent elevator ride?
874127389	If tolls happen on the I-5 bridge, I will quit my Portland job, Oregon will loose thier tax revenue from me working in Oregon, and Washington can support my family when I am not working anymore.
874107534	Until you can afford this bridge thru toll moneys don't build it.
874063703	Yes, The purpose of tolling should be to pay for and increase the financing for better transportation that works. What works is: Speed, Reliability, Convenience and Cost. If any one or more of these are missing it will create more problems in other areas. Light rail is missing two of these components, speed and cost. I can drive faster cheap by myself then taking public transit.Tolling a bridge to change when people will cross it only adds to the cost of transportation for the whole metro, example local truck drivers work day shift adding to the cost. If the government can't afford to build a bridge with the current tax structure then not enough money is being set a side to build the bridge. Instead it is spent on other things not are not effective to increasing mobility. The same will happen with a toll. If a toll is need to finance the bridge why not also finance a third bridge west of I-5 that would connect from Vancouver & SR-14 and cross the Columbia river, go through the west hills and connect in to OR 217? Maybe a private enterprise
874055802	None of the questions asked if there should be any toll at all.
874718158	No more arguing. Let's get it on.
874004205	Look into other bridge options, we are at least 25 years behind getting a new bridge
873994435	Should toll higher to pay for a higher speed rail option for commuters.
873827514	There aren't many people supporting these tolls. I came on here to specifically have my voice be heard and I will be telling many more people to do the same and I work with about 600 different customers face to face each day. I haven't heard anyone supporting tolls that I've spoken to. Please listen to our voice too.
873763741	No tolls or I will stop shopping in Oregon!!!
873763527	No tolls or I will stop shopping in Oregon!!!
873500831	Inform us on other tolling occurring in the US. How does the new Narrows bridge tolling work, how does the Bay Area toll their roads....Quit spending money on studies and build a bridge!

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873285317	variable toll is a joke for people who must use the bridge at the peak time. Just come up with a price that is the best for all people. Also if you only cross the bridge once a year how do you pay then? And if you toll I-205 will there be improvements to that bridge as well?
873281559	Bring MAX to vancouver, or don't replace the bridge at all.
873276167	This questionnaire is biased as presented. It assumes the bridge will be built and that tolls are inevitable. this means that the only reason to run this questionnaire is to try and gather data that supports your position. Thus the outcome is flawed by the design bias. Shame on the persons who authorized this slanted approach.
873271672	NO TOLLS! If so, then make it tax deductible.
873266841	No, thanks for working on this project and getting information out.
873264046	It would be unfair to toll the I-205 bridge, and tolls in general would create a financial hardship to me and many others.
873209504	build MAX across the river and I will take it every time I go.
873194175	I use both bridges several times a year for work, recreation, and visiting friends, but it was not possible to get that across using the existing multiple choice questions. Also, I am for anything that gets people out of their cars and into other forms of transit.
873916627	The amount of air pollution in North Portland as a result of traffic from Washingtonians needs to be addressed.
873167086	will the tolling be for both ways? Will the tolling stop once the bridge is paid off? Or reduce tolling price to maintain bridge repairs and maintenance in the future?
873163069	I answered the questions as if I were still working. I am disabled and have not worked since 2007. I am thrilled that rapid transit is finally happening in Clark county. Keep up the good work!
873159956	don't have a toll at all. the questions asked were not appropriate for or against the toll, they were more what if's and would you prefer. misleading
873158892	Toll the bikes and pedestrians too. Whomever crosses, pays. Bikes are freeloaders - but use the infrastructure. They need to pay for the right to use it. Pedestrians? Yes, have turnstiles that pay for the privilege. This will keep homeless from traveling so much too. Bottom Line: Don't subsidize pedestrians or cyclists. They should pay a rate too (obviously not as much as a motor vehicle, but they should pay). This region needs a world class structure and strategy. Don't let people who will never pay or cross determine the outcome. Do what's right for this region and build a great bridge. Get tolling and get this baby rollin'!
873072977	Finally, a new bridge. I am soooo looking forward to this.
873012176	I would support reasonable tolls as long as the bridge has 10+ lanes.
873009907	I strongly support tolling the existing bridge to raise revenue in advance of construction. If fact, I would like to abolish the gas tax and go to all toll roads. That way you don't have to come back every few years asking for more gas tax as cars get more fuel efficient. Fix the problem. No more band-aids.
873004405	SW Wash. DOT Admin. has admitted that present I-5 bridges are adequate and dependable for decades to come. The idea of replacing them is sheer idiocy! All of that money will be needed by future generations for the necessities of life. Payment of interest, principle, operation and maintenance of a \$4 billion project results in an annual cost of at least 10% - that is \$400 million per year for 30 or 40 years. What could the metropolitan area do with that much money; spent sanely -wisely?
872984984	Just do it . The public will figure out that it is not such a bad deal. Since the people who live in Washington and work in Or. have to pay Oregon tax, let them use the tolls as a deduction on their tax filings

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872473326	Why is there no talk of tolling Beaverton, Lake Oswego, Wilsonville, Gresham. This is simply a way for oregonians to pay for their soccer stadiums and budget short falls by way of people who ALREADY pay state taxes .. the commuters. Obviously this poll was created by he same wack jobs who think this issue has already been decided.
872470865	look at how the tacoma narrows bridge toll has been handled it is running very smoothly
872433991	I think adding a toll would prevent people from coming over and spending money to shop in Oregon and would actually take away revenue from places like Jantzen beach! NO TOLL NO TOLL!
872421356	what will the amount of tolling be? i can remember when it was 10 cents in the 50's will it be affordable for everyone? and how will they come to an amount to charge?
872411472	What happened to the voice of the people. Why are none elected people making this decision? I wish I could vote against you.
872404429	Long-distance commuting is the core problem. The more we do to stop it, the better off everyone will be.
872397661	Tolling is a bad idea. Stop the restrictive practice to enforce CO2 reductions. Education and positive incentives would work better. Low income people struggle as it is.
872396574	Let's re-build America....All Bridges and Highways need repairs. Give America Jobs and put everyone back to work!
872379596	the voters have said many time" NO LIGHT RAIL " and get the bicycles off the highways! ! !
872360803	Yes, tolling is a very ineffecient and inconvenient way to collect taxes compared to higher gas taxes, and/or higher property and or income taxes. These taxing mechanisms do not require added new infrastructure.
872360762	Tolls are not required. The astoria bridge debacle is an ezample of why Oregon should not be involvd in the finance control of this project. There is plenty of tax money, both federal and state, to finance this bridge
872347137	Put in a light rail across; make both roads a toll, probably make the I-5 more expensive than the 205. GET THIS DONE SOON!! We've been dragging on this plan for way to long. Figure it out and just do it. Don't worry about what the public opinion is.
872343104	Some of these questions dont give as a choice that I will never support tolling. All tolling does, all having people pay for using HOV lanes, is allows people who have money to drive however they want. \$5 a day, for example, is NOTHING for people who make \$100,000 or more per year. \$5 per day is alot for people who make \$20,000 per year. \$5 for someone who makes \$20,000 should be \$25 for someone who makes \$100,000. Charging anyone \$25 per day is stupid, so if you can't be fair then don't charge tolls at all.
872342366	I support tolls on the I-5 bridge as long as there is a light-rail option. This is why I don't support tolls on the 205 bridge, unless there is a free carpool lane or other incentive to carpooling.
872336555	charge a toll for people entering oregon only. expand max service further through washington.
872313319	Re-do this poll being open about the amount of the toll.
872312105	Get those MAX trains up and running! =)
872307125	this is real hard for us who are forced to use that bridge, can't car pool to my job, can't take public... work way out by Kelly point, odd 12 hr nite shift what am I to do? my commute is one hour from home, expensive already plus I have to pay OR tax but live in WA... no good answer for us folks can't imagine adding a toll twice daily!!! no one lives where I do to commute with, no bus goes where I work but I gotta cross the bridge for one exit, marine dr. I'm stuck and it's going to hit the pocket hard for me, may have to use 205 and suffer with marine dr all the way (ugh) if you toll that bridge too !!!??? guess I'm not the person you wanna hear from! But realize something has to give soon, I got 10 yrs to retirement, boo hoo)-:
872293031	NO

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872279127	I have lived in and visited cities that have toll roads and bridges. I do not support tolls. My response to tolls is to travel using an alternate route or during toll-free periods.
872272504	While I do not like tolls, I can appreciate how they help finance projects. I would support a toll if it was implemented for a temporary term (not permanent). Chicago has tolls on the freeways and the roads are not great (hmmmm where is all that money going? Get my point). Thank you.
872265990	Tolling is another tax on us. The bridge does not need to be as extravagant as the PDX gov wants it to be. Just a Damn bridge like the Glenn Jackson bridge will do. No need for max, or special bus lanes, just a large concrete bridge.
872265141	A Reality of life if we want more transit capacity and expansion of job capacity. We can not continue to grow as a community without improvements in transportation and infrastructure. Continued oposition to light rail and a new bridge is shortsided and unrealistic.
872241193	I am exasperated that it has taken so long to get this project going and that there seems to be such a big problem getting funding. This bridge is needed much more than many other things that our tax money has been spent on such as wars in Iraq and Afghanistan.
872185604	Save the historic existing bridge. Control the population to reduce congestion. If you toll anything it should be birth taxes.
872183704	A large percentage of Clark County Residents work and pay Oregon State Taxes. This is just another way to make them pay for the privelage of working in Oregon. Why can't you use some of the tax money that Washington Residents don't get a refund for to help finance it?
872175165	A lot actually. 1) There is no way to not have toll booths since not everyone will have an easy-pass (I'm from the east coast, I understand the concept very well). 2) If you look at NYC and Chicago and the MESS that is created by having the "cash only" toll booths off to one side and the backup they cause are insane. 3) MAX is a waste of money. Study Singapore's MRT, San Francisco's BART or some other HIGH volume people mover and implement a REAL mass transit system over the new bridge. If MAX is included I can NOT support it. 4) Design by committee is the height of stupidity, design by a committee of committees is the apex of stupidity. Convene a group of "grown-ups" who have the authority to make the needed decisions and not discuss this project to death.
872164702	Most of the congestion has little to do with the bridge but more to do with the lack of lanes south of the bridge and the multiple on-ramps at or close to that same section of road. Accidents occur because drivers don't pay attention or don't have room to merge. Perhaps expanding or moving some of these points might help more than a new bridge.
872146533	get started building
872138514	if tolling is done without booths, how would people be made to pay. make that well know how the system would work.
872254107	Get Sam out of his position as mayor so the bridge project can move ahead.
872281095	I do not think that both bridges should have a toll due to the economic hardship on low income people who are forced to work in Portland because Clark County does not have enough jobs. If given a choice - I would think that 98% of Clark county residents who work in Portland would rather work in Clark County. I would like to see the county do more to make the county inviting to businesses.
872377293	This is a waste of time!!
872101918	The majority of the users of the bridge are commuters for work in Or. I suspect that the majority of them are middle income families who cannot afford this extra expense. I also think 4 billion \$ is too high. They replaced the bridge in Minnasota that collapsed for under a billion and it was finished in less than a year. What in the world is the hang-up, they have spent a Million \$ studying a plan. Shameful!!!!

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872097946	Once again the people of Clark County are going to pay for the inept us of Oregon taxes. If Oregon would have done their part years ago with widening through Delta Park traffic would not suffer as much. We already need a third bridge.
872092220	NO tolls! If there is tolls, then toll bike riders, walkers and whoever else uses the bridge.
872067977	No toll
872058069	Light rail to Vancouver is not a good idea. Please reconsider using express buses.
872055030	I understand that there are federal laws to prevent the states from initiating a toll on an already existing bridge & I absolutely would not support a toll on the 205 bridge. I would though support a toll in anticipation of the new I5 bridge (in 2012)--IF I was absolutley sure that the new bridge was gong to be built. At this time (w/ all the infighting/disagreement between Vancouver & Portland) I don't have the sense that it's a done deal yet!
872050477	Electronic tolling needs to consider motorcycles. They are often forgotten. If there is no toll booth, how do motorcycles fit in your plan. Electronic toll transmitters usually are not compatible with motorcycles. Motorcycles are a legal mode of transportation and cannot be excluded from road that is paid in in amount with federal dollars.
872032774	toll both bridges to avoid traffic problems in other areas
872025892	If tolling the I-5 bridge is enacted, all persons using the bridge should pay a toll including transit, cyclists, pedestrians, motorists since all are equal users of the bridge. That is the only way I would support tolling.
871975440	No light rail = no bridge. Current design sucks.
871974711	We do not want an expensive bridge with tolls. What are you people thinking? Have you no concern for economic conditions and the effect on the working people who commute? You are trying to shove mass transit down our throats and we have repeatedly voted it down. Your buses run nearly empty because we do not want to ride the bus or train! You could build an inexpensive bridge for autos and commercial trucks that solves the congestion problem. Then if mass transit riders and bikers want their own fancy bridge, let them pay for it. Linda Smyth
871970890	I am completely against tolls that extend beyond the time period needed to fund the bridge project. I completely support tolls that fund a fully developed bridge with bike lanes and light rail. Although I don't commute, I would be totally against variable rates which would hit the working class people, who can't adjust their trip hours and don't have access to light rail or good bus systems, the most. This is totally unfair and unreasonable. The bridge should be beautiful and functional, as it represents the link between Vancouver and Portland and is a showpiece to the world. I have lived in Southwest Washington my entire life and the I-5 Bridge represents both a historical and cultural link that can't be underestimated. The river, the waterfront, Fort Vancouver, the Kaiser Shipyards—this is the center of where it all began in this region.
871969786	If the new bridge does not include a light rail component, I support none of it... I know, not your deal.
871968949	Yes. Most all of the traffic over the I-5 and I-205 bridges are from Washington state, south in the a.m. and north in the p.m. "Let Washington Foot The Bill - Period"!
871960285	If bicycle paths are to be built these should also be tolled for the use of the bridge.
871951654	I don't support any tolling at all!Period!
871933535	I do not favor tolls on something that has already had money taken for. The gas tax should be plenty, costs are too high and workmanship is poor, as new roads do not last in the portland area. Stop with the toll talk, and solve the issue with the money provided. Build a reliable functional bridge, shich could have been done for the money that has been spent studing the issue.
871928276	Waste!!!! I could not run my home budget, or company budget, this way. no toll please.

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871883273	Punitive tolls - like peak hour tolls to change behavior is not governments job. Your job is to serve the needs of the bridge users to benefit the region economically not change behavior.
871882492	you did not ask if the idea is a good idea ,truth is the idea sucks i spend an average of 150.00 \$ everytime i cross the bridges i will just shop oregon all the time we already pay a tax do the people on the committee make so much they can aford it then let them pay for it we can hardly take avacation stop the sadness whos helping the poor ? just a common man i make 30.000.00 opps your new service trucks cost more leave me alone chuck
871877276	i know that building the new bridge is important to help improve traffic flow and help the rising number of people living in the portland metro/vancouver area but in todays economy, with the high unemployment rate maybe you should rethink adding this additional cost to taxpayers. there are so many people who are just getting by or are struggling to survive and adding this cost could put people even further in the hole. i hope the committee remembers this when they decide on what to toll the taxpayers.
871860363	If light-rain from Portland, Oregon went into Vancouver, Washington, their would be a decreased in trafffic flow that avoids a traffic jam during peak periods.
871859588	The existing bridge simply needs repair. To impose a whole new bridge, mass transit system and a new toll in this time of financial distress is simply not something our economy can endure. Why is this interstate bridge not being federally funded to allow interstate commerce to continue? I currently am taxed without representation in OR and am amazed that I am now being asked to pay a toll by WA so that I can get to work in OR. If the bridge is in such bad shape, fix it and stop spending money that doesn't exist.
871851690	Quit wasting so much money and just replace the existing bridge. NO MAX!!!! It's too expensive and isn't profitable!
871830509	Toll is unnecessary. The funding already exists. A significant amout of the money would be used for purposes other than a bridge. Toll would never go away no matter what promises are made. Look at how road related taxes/funds are and have been diverted for other purposes. Come on, this is Oregon. Look at all targeted taxes/fess and how they are actually spent.
871823690	TAKE YOUR TOLLING AND SHOVE IT UP YOUR ASS YOU SOCIALISTS. THESE ARE FREEWAYS. IF YOU WANT TOLL ROADS, MOVE TO NEW JERSERY OR PENNSYLVANIA. NOT TO TOLLS.
871816635	People who use the bridge should help pay. The City of Vancouver needs to get on board with this bridge so we can move forward.
871812361	Have a lower toll for freight and HOVs. Why wait until 2012? Start tolling right away.
871811415	This proposal is anti-economic growth and is a political and enocmic mistake.
871810427	Facilities that support alternate modes of transportation and light rail are crucial.
871971116	Again , live with in your buget, quit trying to raise tax's , Democrats are tax crazy , stop the madness
871797492	Tolling the I-5 Bridge alone will result in heavier congestion on the I-205 Bridge therefore defeating the purpose of quelling congestion all together. Being that we (local residents) only have 2 options to get to & from Vancouver & Portland & witnessing that the highest volume of traffic on I-5 is commercial truckers, why aren't they charged a higher toll when crossing the bridge? Their trucks cause more wear & tear on the roadways than a single commuter car. Even better why aren't larger vehicles, in general, charged a larger toll? They wear on the roads & cause more pollution than a sedan. I would love to take a bus to work from Kenton to Vancouver, but as is it would take 4 transfers to go only 4.7 miles. More cooperation between Tri-Met & C-Tran needs to take place if you really want commuters to utilize mass transit & not just limiting the discussion to expanding Max service.
871792658	I have used those electronic tolling devices and they are painless. Great way to drive and avoid the lines.
871788003	Build a tunnel.

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871527769	Ignore the yelling and emotional responses. Do what is right for the region. Variable tolling and transit alternatives are the only way you keep I5 from being a economic weight on the region's back.
871512880	I work in downtown Vancouver and find it convenient on my lunch to shop at Jantzen Beach. If there is a toll, I probably wouldn't shop at Jantzen Beach & try to stay in Washington State for most everything.
871507581	If people from Vancouver want to work here (Portland) and use our services (ie, roads, transit, etc) they need to be willing to support this drastically needed transportation upgrade. And adding more lanes WILL NOT help traffic now, or in the future. Studies have proven that an addition of one lane in both directions to a six or more lane freeway ONLY increases travel time by one minute AT BEST. Public transit options for this project must be TOP PRIORITY. We cannot sustain our future by creating unsustainable options now.
871500585	It should be a fair toll not \$6.00 a trip like I have heard Portland's Mayor has suggested.
871497392	People should not be penalized (variable rate toll) because of the time that they drive across the bridge. If you toll the I-5, I will avoid it and go over the 205. If you were to toll both bridges, I would make every effort to not have to go to Portland. When my paycheck will be reimbursed for tolls, then I will consider them.
871457169	Reduce Oregon state income tax from Washington residents.
871445527	PLEASE KEEP OREGON TOLL FREE. THIS IS NOT CALIFORNIA!!
871418804	we don't need a 12 lane toll road, once we get a toll it will never go away. the pols will find an excuse to keep collecting them indefinately for pet projects
871418584	Tolls are a stupid idea. So is light rail.
871412079	You can respectfully stuff your tolls. If you need tolls to pay for a new bridge, then don't build it. By the time Portland gets done downsizing the bridge, it won't be any bigger than the old one, so why pay for something new that doesn't improve the traffic problem? I-205 is paid for, so leave it alone. Just because you have a captive audience in the form of folks that have to drive to Oregon to find a job does not mean that you have the right to suck even more out of their income on top of the 9% Oregon is already getting.
871390275	I do not support tolling either the I5 or the I205 bridges.
871389990	If you try to put in a toll I will vote for different representation.
871388047	you must have a light rail section of the bridge. without it, i do not support the toll. i would pay more for a toll if there was light rail as well.
871340532	NO TOLLS. WE are paying for all government expenditures already.
871223532	No toll booths, how about the people that don't have the electronic device, how do they pay?. That commute already sucks with no toll booths, how will it be any better with toll booths?
871200861	I dont agree with any tolls on any bridges between Oregon and Washington. Or any other sates
871187047	People will complain about tolls but in the cities where I've used them, they become a way of life. 25-50 cents per trip is less than 1/5 the price of a cup of coffee. People are fighting the concept....not the personal financial impact. Just do it!
871155973	Put the bridge and tolling to a vote of the people that have to pay for it, not the damn politications that seem to think its a forgone conclusion on tolling.
871147671	I do not support tolling. Tolling adds delays and increases the cost of the project. Interstate routes should not be tolled.
871145539	If their is tolling,it has to include all forms of transit. That means cars,trucks,BUSES,LIGHT RAIL and BIKES.If one pays,then all should pay or no one pays.
871130277	DO NOT make light rail mandatory to approving a new crossing.
871105136	Why not increase fuel tax instead?
871089243	DO NOT TOLL THE BRIDGE(S)

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871066333	Find another way to pay for it. People making minimum wage are already having a hard time making ends meet.
871062845	Keep up your good work and don't listen to the "crime rail" idiots. There ARE many of us in Clark county that do want light rail!!
871057823	As a citizen of Vancouver and tax payer i am appalled by these proposals. For expediency and safety I drive my car to work. I do not like light rail and i do not like buses. The ridership on these is NOT there and does NOT justify the expense!!! To that end, i don't want to pay any tolls for a bridge and "improvements" that do not greatly improve my commute. When i am not at work, I avoid Portland at ALL costs! As far as the wacky idea of variable tolling, what do you think people can just tell their bosses, "im sorry i can't come to work until 1pm when the tolls are cheaper" You people are unrealistic and do NOT represent everyday people. You think it is okay to waste more of our time by telling us to sit on a bus or in congestion and then to top it off waste our taxes on these stupid solutions. If you put lightrail to Vancouver and NOT significantly widen the bridge then you are doing nothing more than creating a very expensive traffic headache! I will quit my job and frankly, move. I dont' see to many other options if this awful plan goes through as is.
871041501	Most people can't afford a toll fee.
871420115	Remember business 101 and long term gain. Plan ahead, way ahead.
871588929	Stop wasting time and get it done already.
871025039	Make a decision and quit spending good money to study constantly changing plans - you can't please everybody.
871018503	No
871017915	please get some plans together, get it built, and quit bikering about it. If talk and argue is all we do, then it will never get done or it will cost more than we can ever imagined. The bridge is falling apart now, Do something
871009142	NO
871008079	No goddamn tolls !
871006581	Variable tolling sounds great. I vote for as low as possible in off peak hours. I support a one-way toll: free from Portland to Vancouver and a toll leaving Vancouver.
871005609	the whole idea of charging travelers across the columbia river by the users is about as smart as all of the gimmys going out to all of the citizens and non citizens of this country and they paying for them as they use them. If they don't have to pay for my tax givaways why should i . I pay more for fuel in the Vancouver area so Seattle area road users get to ride on improved roads. Why not make all Oregon and Washington citizens and non citizens pay for it. It will cost much less per user. I already subsidize the state of oregon without representation for what? I am sick and tired of paying for stupid money wasting projects.
871004900	Make sure to provide for peds, bikes and transit! Only build minimal auto lanes for expected capacity. Don't overbuild for the auto.
870964019	This bridge is a must have. We need to find a way to do it. Listening to our elected officials and looking at Tacoma, it appears that tolling is the only way this will be built, so people need to get on board with that.
870942193	Every question is skewed to assume tolls. CRC is in love with a massive project while the general population does not want a new bridge. I can design surveys to endorse any agenda I wish; CRC obviously knows this trick as well.
870919567	Tolling is necessary to pay for construction, maintenance, and to entice users to choose alternative methods of transportation. Fuel taxes are not sustainable considering the coming transition to electric-powered vehicles.
870907778	As in the past, I would hope the toll would be cancelled once the bridge was paid for and not continued to enhance the already miss used highway fund system.

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870901180	Get the money out of Oregon, We pay 10% in taxes for what? You don't need light rail. Our buses work fine. When working downtown Portland I used them all the time, but working in Tualitin, I'm not going to spend 2 hours on a train or a bus. I do want to thank every working on the project for there hard work an dedication.
870893673	not tolling people that have to commute everyday back and forth from work.
870876344	I don't believe that paying money will aid in resolving traffic congestion. If there is a new bridge built then perhaps I would be more apt to support a toll. Considering I, like many people, live in Vancouver and work in Portland and make a bit more over mininum wage, I travel on the bridge at least twice a day and unless there is some sort of year end refund or tax break, the idea of tolling would indeed take a toll on my wallet and I would in turn not use the I-5 bridge.
870844634	Tolls are an out-dated method to pay for things. Need to be part of Federal/State/Local budgets
870827405	If we have been able to go all these many years without tolling in our 2 states, I do not feel that there is any justifiable reason why we need to start tolling now. If the funds needed to make these fixes to the I-5 bridge are not sufficient, then what we need to do is save the money until the funds ARE available, and then begin the improvements. While I do see the benefits of building a new bridge with larger lane crosses, I also feel it is a disservice to the WA/OR residents to begin tolling when we have never needed it in the past. Because we are all faced with a very difficult economic climate right now, I feel the best course of action might be to begin setting aside money for the improvements, and wait a few years, and THEN begin rebuilding the bridge. Thank you for your consideration.
870818855	There is already a connection/relationship/ communication barrier between WA and OR financially and recreationally . The toll would increase that barrier.
870800566	How does the electronic cost show up? Mailed a bill? This would cost money to mail. How about those that can't pay...who pays for theirs when they don't?
870793800	I DO NOT think there should be tolls on the 205 bridge to support replacement of the I-5 bridge.
870792233	If those in power would spend our money wiser we wouldn't need this survey... No Tolls... No new bridge... No light rail to PDX.
870789627	One of the REALLY COOL things in Seattle was when the Mercer Island Bridge was paid for they removed the tolls. I'm always more in favor of use taxes as opposed to general taxation.
870771255	I do not support any form of toll for Washington residents. I am employed in Oregon and pay excesive State taxes on my income. I have absolutely no say in the amount Oregon takes from me and receive a very minute refund. It is total taxation without representation, of which I see none of our State or Federal representatives attempting to change. Let them use those funds... they are already stealing us blind!
870770898	This is another tax which would punish those who communte to Washington for work especially during these very difficult economic times. I'm not an executive with high salary so this additional cost would effect me considerably since I cross the bridge 2x daily. Could Oregon consider giving tax credit for bridge tolls paid to Washington for Oregon residents? I'm not a supportive of this cause at all.
870763056	Don't penalize those CC residents who work in Portland by making them pay 9% income TAX AND TOLLS!! You're building a bridge on the backs of Washington residents who provide revenue to Oregon!
870754489	The longer you wait the higher the cost.

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870714976	I use the bridge to shop, some performance/recreation events in Oregon, visit older parents, and go to activities I volunteer for in Oregon. I work and live in Vancouver. I do not support tolls because I can't afford them. My taxes at current levels need to support improvements to bridges.
870696677	I am not in support of building a new I-5 bridge. Tolling the current bridge seems a reasonable solution to improve the bridge - no need for such wasteful use of money and resources when traffic will just grow to fill and congest the expanded bridge.
870695153	Include Max and bicycle lanes
870687794	If you are going to toll 1 bridge you better toll both because everyone will take the 1 bridge that wouldn't be tolled and cause more congestion all the time. I don't really like the idea of tolling. I already pay a toll to travel across the bridge to Hood River but if it helps the pollution, traffic congestion and promotes more mass transit then I am for it.
870671517	Go for it! I lived in the SF Bay Area for 18 years, where all of the bridges are tolled. People who don't like tolling need to just get over it. Personal travel by private motor vehicle is a privilege, not a right. I do support reduced tolls for freight vehicles; higher ones for private vehicles. P.S. I actually cross the I-5 bridge about 6 to 8 times a year, but this was not one of the choices offered.
870664770	no tolling, federal government should be paying most of the cost.
870653183	I would like the toll to be used for the expense of the bridge. Therefore I would want the toll the same at all times. Quicker pay off time and actually less confusing. People are not ignorant, both I205 and I5 need to be tolled, to keep congestion from moving to the other bridge.
870649854	my budget cannot take anymore hits. I do not support tolling at all unless it about \$.50!
870641960	Washingtonians commuting to Oregon will end up bearing most of the burden. We already fork over a hefty 9% of our paycheck to a state we don't live in. Find a way to take our share of the toll money out of that income tax and give commuters a free pass. It shouldn't cost us even more to work there than it already does.
870619744	Dont expect help if your not willing to pay your share. If you use it you pay stop whinning
870617867	Those of us who have to work in OR, because there is limited employment in Vancouver will be penalized. Shopping is no problem, if I did not have to work in OR, I would rarely go there
870612794	I heard there is talk of tolling all non-local trips across the bridge, i.e., tourists, non-local freight, how is that possible? Let's talk about improving the Oregon choke-hold at Delta Park before we talk of tolls. Scale down the project. When will you people realize that not all traffic across the I-5 bridge is going to downtown Portland? I personally support a west-side alternate that takes traffic to Hwy. 30 or 26 without going through downtown Vancouver and Portland. Your surveys should ask the destination of commuters. And why oh why, are pleasure boats allowed to shut-down interstate commerce? The bridge should have openings at set times, most of them at night when traffic is light. Let a few boats sit and wait instead of 100's of cars and trucks. Why not ban semi-trucks during peak commute times? I may not travel over the bridge often but I do travel Hwy.14 to I-5 north several times a week. Bridge openings and accidents seem to be the biggest factor in the slow downs that I experience. What happened to creative thinking?!!!
870577251	No Max Train. This is unnecessary expense and would reduce the overall cost of the project.
870550865	Would the tolls improve the bottlenecks farther south ie. Rose Quarter, I-405 S ?
870549584	I-205 bridge needs commuter train and bus access that allows option a 205- mill plain transit center that by passes existing east side site.
870466607	I think the people who use the bridge should pay the toll to help pay for it.
870466260	Building a new bridge will not solve the Portland traffic problem. It is not worth the cost. Oregon is the beneficiary and should pay the majority of the cost using the income tax paid.

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870453621	On questions 1, 2, and 4 - I drive I-205 probably 3-4 days per week, both for grocery shopping and for non-commute work activities. I drive I-5 probably 1-2 days per week, but I avoid it in the morning before 10 a.m. (southbound) and after 1 p.m. (northbound) because of the congestion. If I drive I-5, it is usually southbound, and then the return trip is via I-205. I agree that it would be necessary to toll I-205 in addition to I-5 to discourage toll avoidance. I cannot support tolling I-5 prior to completion of the new bridge - that route has enough challenges at this time, with surprise bridge openings that delay one's trip, and severe congestion at odd hours. I would also suggest imposing a higher toll on commercial truck traffic, especially during peak commute hours. Yes, there are a lot of cars on the road, but the truck traffic seems to be growing faster than the car traffic. The trucks do more damage to the roadway than do cars.
870435164	Thanks for finding another way to take my families money that we could have used for something silly like food?
870434642	Do not Toll the 205!!
870401102	Just another way for Oregon to tax us more ... don't we already pay enough Oregon tax?
870394986	Add mass transit/fast rail lines to downtown Portland. Allow scooters 50cc and under to take the bike lanes.
870329513	Begin the toll efforts on both bridges mentioned as soon as possible to fund the project.
870308938	I will stop going to Oregon if I have to pay a toll, and I don't care if it is 205 or I-5. I will find a different route to the places that I go even if it does mean a longer trip. I also believe that as a Washington resident I should not have to pay a toll anyway. I already have to pay state income tax if I work in Oregon, but don't get a voice in what happens to that money, nor do I get it all back either. It is taxation without representation and I think that if the state of Oregon cannot balance itself better than this than it needs to stop trying to get money from outsiders and visitors. After all perhaps visitors will stop going to Portland if they have to pay a toll, they can always go somewhere else, and then what happens when you aren't taking in as much money as you thought you could. What do you raise the price of then to cover the loss???
870302093	I want a new bridge and Light Rail! Can't have one with out the other. It wont pass with out the general public on board. To get both we need to toll!
870280622	I think your team is doing a great job communicating this project to the public. Whether people support or oppose the bridge, few people should have any complaint about the availability of information they need to stay informed about what's going on.
870278938	lots of lanes, more stopping room for trucks, you have a major truck stop at I 5 and marine drive areas.
870234310	Tolls place an unfair tax on the residents of Clark county. We all ready screw them over with Oregon income tax for those who work in Oregon even though it goes mostly for education and human services, none of which they can access. If we are going to toll bridges then why not the Marquam and the Fremont and every other bridge in the area. People should not be unfairly soaked fees because of where they live
870220351	USE OREGON STATE INCOME TAX PAID BY WASHINGTON RESIDENTS FOR WASHINGTON RESIDENTS TOLL. WE DON'T NEED PORTLAND LIGHT RAIL ON THE BRIDGE! USE BUSES ON HOV LANES. THANK YOU
870206756	Just build the stinking bridge. I don't care what it costs. Just do it.
870194995	I do not support the toll. I would rather keep the old bridge than pay a toll. I am taxed enough already. Maybe you should take the money that my wife is taxed by Oregon to pay for the bridge.

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870185711	Having lived in areas that have tolls across bridges and having visited areas where toll roads were common, I can say without hesitation that tolls serve their prescribed purpose very little. Knowing that tolls now pay for WAY more than just the maintenance of bridges (for instance in the bay area) it is a cheaters way of gaining money. Tolling puts hardships on people no matter what the price. There is always the hassle of payment no matter how 'streamlined' one thinks they're making it. You think there is little room for expansion now? Wait until a toll platform goes up. The costs to maintain tolling is far worse than what it gains. so its going to cost a LOT of money for a new bridge. So come up with the money - tax or get grants or budget or whatever you want but DON'T instate a toll. Irresponsible to do so. And for the record, I don't support bonds at all - no matter how noble their cause - because its fiscally irresponsible spending/usage of money on principal.
870181571	Toll on both bridges; one set fee; for a set amount of time - xyz years.
870267267	I'm all for this! Best wishes.
870150892	Vancouver commuters already pay the same % of their income to Oregon as Oregon residence even though we use oregon services about half the time. Let tolls be tax deductible and tolls become a lot more tolerable
870143755	There is absolutely no reason that tolls must be imposed. There are other ways to pay for roads and bridges. Since all in the community benefits from the presence of better transportation routes, all in the community should pay for their design, construction, and maintenance. Yes, special measures will be necessary to gain the funds needed. If tax payers will not OK further taxation to pay for the project then other programs must be cut, or all the tax payers must live with the current three lanes in each I-5 direction. A lower cost measure to improve the current situation would be to, of course remove the Southbound two-lane bottle-neck in Oregon first, then improve the onramps that are just adjacent to each respective end of the bridge, then teach all of our typically less than competent drivers how to merge properly - Just as two gears cannot mesh unless they're rotating such that their tooth speeds are equal, a car cannot merge with traffic unless it is traveling at the speed of the traffic. The short onramps and incompetent merging
870140891	My taxes pay for roads, if you cannot afford to "fix" the I5 issue when you don't even ever have a cop out there directing traffic then don't ask for more \$\$ from me. Shut down the Janzen beach onramp and see how much better the traffic goes, you have to go 30mph for most the distance across the bridge because it is such a bottleneck getting onto the bridge. Does anyone in Oregon - washington road planning ever get out of their limo to look at the issues?
870140111	perhaps the bridge as it is currently conceived should not be built. It seems to be a design monstrosity.
870137302	NO TOLLS.
870133005	DONT Build the Dam Thing Till After I am Dead
870119639	Make as many car lanes on the I-5 Bridge as we can afford!
870116306	some of us do not make much money and tolling would put some out of jobs because they could not afford to drive to work
870115143	The I-205 bridge was built on tax payers money. To toll it would be a very disappointing situation as the people have already PAID for it!
870114859	I personally would benefit more with access to light rail and better cycling access across the I-5 bridge than just widening the bridge. It is also concerning that widening the bridge will just change the congestion further south where I-5 narrows down again.
870114634	Tolls aren't the answer
870109256	no tolls!

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870102609	I am in favor of the new CRC project, however I do not think there should be a toll whatsoever. I realize this is a large, expensive project, but it is one taking place on an INTERSTATE HIGHWAY. It does not *only* serve Portland and Vancouver, it supports the entire WEST COAST. This is not a personal little bridge for our own puddle-jumping, it is a major construction on a national roadway. While most people traveling on it daily may be from Portland and Vancouver, it is used by everyone. I also think the economies of both cities will suffer (especially Portland) as citizens will be less likely to cross the bridge if they have to pay. Find a way to make the project cheaper or find more money somewhere else. We do not want to pay for this more than we already do (What are you guys doing with our transportation tax money anyway? You want to toll us for the new bridge, yet money was WASTED in my neighborhood this summer repaving streets that had NOTHING wrong with them at all). ESPECIALLY since we have heard reports that the tolls will NEVER go away? Are you guys kidding? Paying a toll until the bridge is paid for in one thing -- ripp
870088384	I currently don't make enough money to afford the amount of gas I need to commute daily to my office in NW Portland. And I've looked into transit options from SE Vancouver. It's not any cheaper and would take up almost triple the time of my driving commute. I rarely use the I-5 bridge, and wouldn't mind paying a low toll on the occasion that I do need to utilize it. However, placing an additional toll on the I-205 bridge would cripple my budget. I don't care how low it is. Thanks to this economy, I have cut fun from my personal budget. I have cut almost two weeks worth of groceries. I'm nearing the point where I will have to cut at least one or two tanks of gas every month. I can't cut anything else out of my budget. And there's no room in it for a commute that's going to toll me no matter which crossing I choose.
870087388	I am a pedestrian, bicyclist, and mass transit user and supporter. I believe that people in their own personal vehicles traveling alone making commutes by car should be tolled at the highest rates, no matter what time of day or which bridge they're using. Where will a driver purchase an occasional trip thingie to allow them through the tolls?
870073022	I support directional tolling... I would prefer SB be tolled more than NB in the AM peak commute hours for example.
870064378	I am against Pre-emptively tolling before the new bridge is even built, and tolling 205 for new I5 bridge seems really dumb.
870064066	Just do it! All this input is great but it would be better to just "get 'er done!"
870063414	NO TOLLS
870061696	You should be working on efficient and convenient rapid transit and keep the bridge as is, that way you would discourage autos.
870037078	define a stop tolling date.
870022852	Like the original crossing. Any tolls instituted should be to fund the construction, then removed.
870022572	This project obviously can't be built without tolls. Thinking otherwise is just not realistic.
870003741	poor planning for the bridge issue and if you work in oregon and already pay taxes to oregon why should you pay extra to cross the bridge
869984206	WA residents should be charged, they use OR roads with paying NO taxes...
869980338	It seems like your proposal penalizes people who have to use the bridge to get to work.
869971970	Bike lanes! And please, not under the road.
869967363	Stop wasting money! In this economy wasteful spending is the last thing you should be doing. Especially when it is all about bringing light rail over. Do you honestly think a 12 lane bridge is going to matter when you merge into 3 lanes again at Delta Park? And why don't you wait and see what opening the new 3rd lane at Delta Park does to traffic BEFORE pushing this through??? Currently the biggest hold up I find every morning is when I-5 South merges into 2 lanes for a short period, then traffic flows good up until 405. So unless you people are making 12 lanes all the way into Portland you are not doing anything more than pissing money away to make a "pretty" bridge.

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869957235	no tolls plus on tolls on 205 even if there are tolls on 5
869938822	We are already paying income tax in a state where we get no say in what happens. There should be no tolls since we have to commute to work in your state.
869914975	If tolling will help in getting a new bridge constructed I have no objections to paying.
869912491	Don't ever use tolls for anything other than amortizing the cost of the bridge.
869911918	Don't change tolls fee's like gasoline price (make change every 5 years on tolls fee's and gasoline fee's !
869888529	Don't add tolls, I can hardly afford to live now.
869877336	I think it's about time for toll bridges. They help defray costs of mainaining them
869870583	Because I commute to Vancouver to work (from Washington County) I would pay the peak period toll twice per day. If I know that paying the toll will save me commute time to allow more time at work or with family I feel there is a financial benefit that needs to be compared to the toll rate. For me spending \$2 or \$4 per day is worth saving 30 minutes -- but if the toll starts during construction when commute time might actually increase then it sounds like less of a good deal. I'd heard tolling of Highway 26 discussed in the past and wonder why that never was used to fund improvements that always seem to be happening on that route. If tolling is looked at as something that is OK for Washington commuters to shoulder it should also be looked at for routes in Oregon that need improvement or where transit alternatives are available. It would be unimaginable for Portland commuters to be restricted on the number of bridges/lanes that cross the Willamette - I don't see why they feel a need to maintain a bottleneck on an interstate highway. Oregon income taxes paid by Washington residents should be factored into the funding formulas. Build the bridge a
869839406	I don't support tolls. They will lead to conjestion on the 205 bridge.
869839127	I am against tolling of this bridge, particularly if you are using the bridge to commute to work. I would think that all forms of government would be in favor of people working which generates revenue for government. It seems unfair that if you have to cross this bridge for work you have to pay a toll, but for other bridges there is no toll but perhaps an assessment against those that live in that county where the bridge is located.
869816902	I wouldn't mind tolling on the I-5 bridge but keep it at one rate like the hoodriver toll bridge it is only .75 and I think that would be affordable to all or have a monthly toll pass for 40 dollars or yearly for 500
869800280	What good is a new bridge when the Delta Park will still be a log jam?
869800061	I DON'T SUPPORT TOLLING THE BRIDGES.
869798374	I do not agree with variable tolling...
869794573	Tolls should not be charged to expand light rail.
869793228	I support a user based funding mechanism. I absolutely do not support taxation (through bonds, levies etc on non-users. I know we all benefit but this is an interstate issue involving the 3 western states at a minimum. They benefit (use) the crossing for goods & services and therefore should be required to assist in the funding since they benefit. It is absolutely unacceptable to place this huge financial burden solely on metro area users, many of whom do not even use the bridge. You need to obtain funding from a much larger pool thereby keeping the toll costs down for all.
869787686	When the current I-5 bridge was built, there were tolls and toll booths to pay for it - it should be the same now w/a new bridge and also should include tolling the 205 bridge - it was good enough back then for the I-5 bridge to pay for it, so why not do the same thing now on both bridges!!!! I was born in Portland Oregon and have lived here most of my life - tolls should be on major freeways also - like back east - I lived in Rochester, NY and drove to Syracuse NY frequently and paid tolls on every freeway - Oregonians should get on the band wagon and pay tolls for road and bridge improvements!!!!!!!!!!

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869781165	Instead of re-building the I-5 bridge reduce the congestion on I-84 by building a bridge from the Troutdale area across to the Camas/Washougal area. This will assist in congestion on both bridges.
869769201	I am retired and the idea of the tolling sounds like the EAST coast idea. I chose to live here because I didn't like the way they TAX things on the east coast. I don't want us to become an east coast suburb because it is NOT a very friendly place to be. We need to keep this area more friendly to the visitors so we can improve our tourest industry. I would avoid areas where there were tolls and added expences associated with visiting a new area. Tolling would do nothing but increase our cost of goods that are delivered via our highways. Is there a STIMULAS PLAN to off set these extreme increases. I am retired, on a fixed income, with NO cost of living comming for at least three years.
869761220	I support tolling both bridges. I don't support a variable toll. I think it's unfair to lower income people in jobs where they don't have an option to change their hours. The people with jobs that allow them to change their hours so they can pay less of a toll probably can afford whatever toll there is anyway. I think a variable toll will have minimal effect on congestion. If there is any after you build a 12 lane bridge.
869760582	MAX better be a huge part of this...
869758279	Infrastructure improvements are desperately needed in this area to improve the economy, a third bridge in the Portland area also needs to be considered, not necessarily freeway bridges, as well as additional crossings between Vancouver and Longview, possibly Woodland-St. Helens, and replacing the Puget Island Ferry with a bridge should be considered as well.
869755429	i take the i5 bridge to salmon creek medical center for work. i do not have a choice in the hours that i cross the bridge. but i would whole heartedly support tolling as noted above to help pay for a new bridge and maintaining the roads.
869751833	Please include a Max line to Clark County. Why is it we have so many bridges over the Willamette River in the Portland Metro area and only 2 bridges over the Columbia River...why not add a 3rd bridge too???
869725800	I don't think its fair to charge higher toll to people who work in PDX daily. That is an undue burden on them. Plus, obviously Clark Cty residents will be paying the greatest share of tolls-not because they want to work in PDX but because they have to. How are Portland residents matching that?
869717549	Tolling will depend on how much you expect people to pay. I don't thing people who have to work cross the bridge during peak hours should be punished with higher tolls. Keep the toll rate the same for everyone. Except maybe lower it on weekends to encourage shoppers to cross the state line but don't make it even more expensive for the people who have to cross the state line.
869703684	the problem isn't with the bridge, it's congestion within Portland that causes the backups....do something about that instead and leave the bridge alone.
869685593	The bridge replacement with payouts tripling the taxation effect on Vancouver Commuters is just another taxation without representation by Oregon. The bridge replacement will NOT improve gridlock. Portland Must take drastic measures to improve their freeway systems before the CRC should even be suggested. No tolls, No Light Rail, No bridge replacement until then.
869679911	Toll both the I-5 and I-205 bridges now.
869673446	don't mind the toll...but it should be the same all day everyday...no one should be exempt
869673420	It's Study Committees like yours that have prolongs the construction of this bridge and prevented us from getting any Stimulus money because the project was not shovel ready!
869672585	If tolling is the only option, don't build the bridge. Studies have shown that congestion will be just as bad in a short time as it is now.

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869654152	I support tolls. I have visited other cities in the USA and have encountered tolls. They are a means of generating revenues pay for the project rather than other means.
869615921	I have yet to hear what the toll amount is going to be. I have only heard guesses of 2-3 dollars each way. NOWAY!!!! I pay way too much in Oregon state taxes already as it is and I don't see any improvements/ repairs as it is. The new bridge hasn't been approved yet, but I still see that the highway in the Jantzen Beach/ Delta Park area is being widened anyway. So why ask for my opinion? The state does what the state WANTS!
869614131	It's not a toll it's a tax.
869589539	If a new bridge can not be put in place without tolls, then do not build a new bridge until the economic climate allows you build one without tolls. End of discussion!
869522806	reduce lanes to only 3 per side and not toll.
869468862	The bridges over the Columbia River should definitely be toll bridges. I do not support higher commute tolls, however, as it tends to disproportionately affect working people
869460315	NO TOLL
869458414	do not toll I205.
869457191	I have a relative who lives in downtown Vancouver. I most often use the I-5 bridge to consolidate the trips to assist her and shopping trips. We shop the Jantzen Beach Center for its convenient proximity to downtown and for its variety of services. If there is ANY toll on the bridge, I will forego shopping at Jantzen Beach and instead fulfill my errands at other locations--which I can do at a loss of convenience but without adding any extra miles to my traveling.
869455953	Do NOT toll the bridge! NO TOLL! Do not build anything that can not be paid for with existing revenues...that is just basic common sense! Do not waste the ample revenue already collected from drivers through gas and other taxes on wasteful things like bike lanes, light rail lines or "mass transit" of any kind! Simple economics shows those are FAR more expensive ways to move people. Quit ignoring the "per trip" costs; mass transit riders are NOT paying their own way like automobile owners are! And "mass transit" has a much heavier toll on the environment "per trip"! Amazing how the most basic economic realities are being completely ignored. Bottom line: Do NOT replace the bridge unless there are MORE traffic lanes, NO tolls, and NO wasteful 'mass transit' additions!
869452773	The only way to make this work is to have a multi-modal approach. I am for congestion pricing of both bridges.
869449772	No tolls-we pay enough OR state tax!
869445314	I strongly support a toll to get the bridge built as soon as possible.
869443837	The problem is not the bridge, it's the on ramp from 14 and Janzen Beach. The main problem is being fixed with widening I5 at Delta Park. Lets see how that work with the trafic befor we start charging people from Washington more money to work in oregon. We all know more people come from Washington to Oregon and will be paying largest part of the bill.
869440213	The CRC, The Columbian, Pollard and Adams are all going to be bankrupt or out of office soon and the issue of tolls will be gone.
869439193	Thank you for asking...but concensus is not always the way to go...have courageous leadership and get the infrastructure in place for a 21st century community - which of course includes transportation by personal automobile!
869436522	I already pay taxes for working in OR. This is an added tax.
869432379	Tolls must max out at \$3.50 each way (Peak)
869431318	Deduct the tolls from Oregon State Income tax for those who work in Oregon and use the toll bridge. If it is less than 10 lanes, forget the tolls, keep the old bridge and build a separate light rail bridge.
869425650	Quit spending money studying this! Get to work!

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869424114	It's ridiculous to toll the I-5 and/or I-205 bridges. Those bridges join 2 halves of the same community, Portland & Vancouver, much like the Freemont/Morrison/Burnside bridges join East & West Portland, or the US-26 tunnel joins Portland & Beaverton. While each of those communities (and many others in this area) have their own personalities, laws and tax systems, they are all part of the same community of business', workers, families and friends. It's not just the individuals themselves that cross the river that benefit from that crossing ... the whole Portland / Vancouver community (actually the entire West Coast of the US) benefits, and is therefore responsible to support the new bridge. It makes much more sense to use existing broad-based tax methods (gas tax, income tax, sales taxes, etc) which are essentially free to collect, over the entire community, than to create a new and horribly inefficient tax that penalizes just a few of the beneficiaries of the new bridge. I was sickened to look at the WSDOT web pages and learn that the on Tacoma Narrows toll (a modern toll), about 30% of the tolls collected do nothing but support the tolling pro
869413974	Changing the bridge is stupid-going from 6 lanes to two lanes on oregon side, will still add conjection, so why change the bridge? This is just Polards pipe dream and it will not help anything.
869412314	Because the days of the week and the time of day that people travel is NOT changeable for most people, it is essential that the new bridge be built with enough lanes to truly speed up their commute. The environmental benefit of getting these people home in 20 minutes instead of them sitting in traffic for 90 minutes is enormous. You are not going to get more people driving just because the congestion is reduced; if that were the case, everyone would just drive north to Longview -- there's no traffic that direction. But they don't simply drive where congestion is lower - they drive where their jobs and homes require them to be. It's time that drive was environmentally safer and economically more sound.
869409577	It was hard to answer some of the questions as I am also a bicyclist and I use both bridges quite often. I support the idea and support getting light rail to Vancouver.
869406525	toll now, do not widen the freeway, we all know that will trigger more sprawl ... like the current Clark County
869406477	I wonder how much hardship it would be to people who need to use it every weekday for work & can't avoid the high rate times.
869402843	don't really care how much it costs just want the new bridge in and traffic to be improved.
869394635	Your study is rigged to assume one accepts tolling. Intend to help defeat the toll idea.
869348227	Yes, I don't support a toll for the bridges. I pay taxes already for road improvements, I pay taxes to work in Oregon. I commute on the bus because I don't want to drive in traffic. Why should I pay more so other people can drive empty cars to Portland? Creating more roads isn't the solution - forcing people to choose alternative transportation is. Boost C-Tran ridership, make working in Vancouver equally rewarding as working in Portland, but DON'T build more roads.
869347402	tolls to pay for the new bridge but do not toll a bridge that is already paid for.
869331245	don't want a new bridge WE CA'T AFFORD IT FIGURE IT ALL OUT....GEEEZ !
869325550	Don't charge a toll!
869309154	I'm afraid that I'll have to leave my job for something lesser in order to avoid the bridge on my work commute. I doubt that my employer will offer to help employees absorb the extra costs of their commute over the bridge(s). Itwill be very, very difficult for me to find comparable employment on the Oregon side.
869300124	FORGET THE TOLLS!!!
869296928	If funds are already collected for our roadways, why should we pay a toll as well? If roads are tolled, then we should see a reduction in taxes/fees we pay in other areas. Tolls or taxes/fees...not both.

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869781974	More emphasis on obtaining Federal dollars now going to entitlement projects/programs elsewhere.
869556755	This is just stupid.
869619655	Get on with it.
869295788	Please put MAX on the new bridge, it seems silly to build the bridge without MAX.
869294675	There should not be any tolls at all. Government should be able to pay with this with the taxes I already pay. Less money for social services to those that don't work and finally let our taxes work for those that pay. Tolling the I-205 bridge is totally unacceptable.
869284314	The one problem I see with the entire system, is the narrowing of I-5 at the Broadway exit in Portland to two lanes. Shouldn't I-5 be changed to at least three lanes through Portland before we begin a project that has the potential to move the bottleneck further down the road? And why does Sam Adams think it's his bridge when interviewed??? We should have a say about what the tolls fund, like the new bridge and not his trolley cars.
869284011	toll it build it use it its a mess now wasting my time!!!
869276875	Please get the ball rolling as soon as possible. I am originally from the Seattle area and I know what happens when ideas get delayed = NOTHING but the passage of time. Good luck!
869273819	There should be a tolling discount for senior citizens, especially since they probably use the bridges at non-peak times anyway.
869270082	Why not use all the state taxes paid by people who live in Washington and work in Oregon to help pay for the new bridge? Have you done a survey to see how many Washington residents would use your light rail to go to Oregon?
869265997	Unless tolling is included I would not support the bridge. Unless people are willing to pay for the bridge it shouldn't be built.
869257098	Alot. Toll rates on the existing bridge should be low -- lower than will be imposed once the new bridge is built. Those who have to use the bridge frequently -- for commuting to work or for service and delivery work -- should get some sort of reduced bulk rate. And reduced fares should be offered to seniors, handicapped, qualified low-income, and honorably discharged veterans.
869237986	Tolling should not be indefinite (e.g. the Golden Gate Bridge). It should only last until the bridge is paid for.
869234654	no tolls
869233730	Tolling at both bridges is necessary before and when a new bridge is completed otherwise congestion will become worse at the other bridge.
869233349	Unless the tolls are 100% electronic--the congestion caused by tool-booths would be staggering. What do you do about the non WA/OR vehicle?
869229488	Please, whatever you decide -- do it quickly! The congestion on I-5 is reaching ridiculous!
869223900	I would strongly support a portion of the tolling revenue to be allocated toward expanding the Vancouver light rail corridor beyond the existing plan.
869214252	some people can not aford to pay tolls so having no toll on I-205 or a reduced toll may allow these people to move to and from jobs or doctors w/o extra cost.
869212150	Question 11 - No Toll NO TOLLS PERIOD
869211496	I think someone should check with Minnesota to see how they managed to replace their bridge for much less than the proposed cost for this brigdge. Sorry, but I don't trust my toll/tax dollars in your hands !

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869196590	I do not support tolling for Vancouver or Portland residents. If you live in Vancouver or Portland/Metro, you should not be tolled to use the bridge, as the taxes we already pay go to roads and highways. Tolling the residents of Vancouver or Portland/Metro would be the same a double-taxation. Vancouver and Portland/Metro residents should not be charged to use either of the two main arteries from one city to the other. Charge non-residents, trucking, etc - but not the people who live here and depend use these bridges on a daily basis.
869193888	Build a separate light-rail/bicycle bridge, improve the I-5 ramps and approaches where most of the accidents occur, move the railroad lift span to align with the high part of the I-5 bridge, and keep the existing bridge with seismic strengthening.
869192250	A major oart of this problem would have been avoided if teh voters in Clark County, who make up the great majority of users during commutes had seen the wisdom of light rail being extended to Vancouver. Based upon history Vancouver commuters will never voluntarily agree to any measures. Make tolls a requirement during commute hours and make them high enough to discourage single car use. Please note that the Golden Gate Bridge toll is \$5.00 per trip North to South, but no toll South to North.
869189967	The economy is already in trouble- gas prices are out of control. Lets not add to the problem by charging a toll.
869189432	A toll in the \$5 - \$20 per trip would be OK. Hopefully not more than \$20
869185357	The bridge is desperately needed. Prepare for the new bridge to be sufficient for decades (more lanes). Allow for bicycle lanes and public transportation, but the majority of people will always drive cars and cars should be the priority.
869181387	Tolling is something that should already be taking place to help cover the costs of these expensive options.
869174224	Let's replace the I-5 bridge!!! Keep up the good work.
869172493	NO Tolls! Washington residents already pay taxes for services we cannot use.
869165425	If the Oregon side of I-5 would go to 3 lanes in both directions, it would change the traffic problems on I-5 a lot. Having it go from 3 to 2 lanes is one of the major problems caused on I-5 South bound.
869154862	I would like to know how non-residents would be tolled if there are no tollbooths. I would like to know if transit rates would increase due to tolling. How about a toll for peak hours ONLY, and no toll at all in nonpeak hours? I bet that would get a lot more support.
869153407	toll away, we need to fix the traffic MUCK that is 1-5 columbia crossing!
869121257	I would be interested in the range of toll prices that are being looked at. It would effect my decision.
869112072	Tolls Suck. No Tolls!!!!
869109436	This poll appears to have questions that can be construed in order to portray support for tolling of both bridges. Where's the question to voice opposition in tolling?
869060746	In the context of tolling, I believe that I (and others) would be more receptive to the idea, if similar to the Astorian Bridge, it was agreed upon that the tolling would end once the bridge had been paid for.
869042843	Nothing is said about the amount of the toll, which would have a significant impact on the answers.
869033753	I would be willing to pay a bike toll, if it were commensurate with the relative weight/impact of a bike vs. a motor vehicle. I would consider such a toll an "stfu" tax to silence the nut jobs who claim cyclists don't pay for roads.
869026104	What about all of the Oregon State taxes paid to Oregon by workers living in Washington, Can't these moneys support the bridge?

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869025140	Putting another burden on taxpayers on either side of the river in this economy is completely unacceptable. Govt. needs to cut back on their waistlines... just like I have to. Everything is going up but the wages!!
868998034	#11: Let the mass transit build their own bridge/tunnel. Improve the existing 1-5 approaches to the existing bridges, educate the drivers & NO Tax mortgage all the property owners for years to come. It's common knowledge that nmost of the congestion is caused by inadequate 1-5 approaches to the bridge. Irene J. & James I. Zoller @ Waldhafen Heim 25917 NE 150th St. Brush PRAIRIE wa 998606-5804
868986969	No tolls!
868985432	We need to make sure we adress some of the second lang. learners.
868985019	I would probably avoid any trips I would have to make across the bridge if there were Tolls. I don't like driving over to Portland anyway so I just would not go!!!
868982878	Toll here, toll now, and follow the AORTA proposals to avoid having to build the megabridge entirely. If this thing ever does get built it will be the last big transport project ever built in this area.
868977211	no tolls. for those people who drive the bridge daily to work or whatever it will cause an unnecessary added expense. times are hard enough as it is. if the bridge can't be replaced without tolls then don't replace the bridge.
868969318	Why don'y we go under the river ?
868952526	It all comes down to how much the tolls will be. I would recommend keeping the tolls as low as possible and keep a free option like I-205 for people that just can not pay the toll (especially if it is part of their regular commute). Also keep an "after hours" (like 8pm to 4am) period that there would be no toll for people that would rather adjust their schedule rather than pay a toll. Maybe truckers will adjust their schedules to avoid the peak times. Personally, I may be willing to pay (round trip) up to \$1 during peak times and 50 cents for off peak times but anything more than that would cause me frustration and possibly burn more gas in trying to find a better route. Also, I wanted to give my opinion on the possible bridge. I think 12 lanes it too much. One of the biggest bottlenecks of the current bridge is the raising of the bridge causes backups and takes a long time to get back to normal. If the bridge will be tall enough to avoid this and the addition of light rail and dedicated buss lanes, I think 8 traffic lanes should be plenty good and last for many years of
868916319	NO NEW BRIDGE UNTIL PORTLAND SOLVES ITS' I-5 BOTTLENECKS FROM BRIDGE SOUTH
868905500	First of all I can't support any project with out light rail. also, I once lived on the east coast for a few years and they have permanent tolls every were. to get off Staten Island in a car is \$7-\$10. I think that the public will get used to the fact that in order to build you need to pay up. Just set a ending goal or date.
868900579	The toll on the Astoria bridge worked well to pay for that structure, and now the toll is gone.
868897743	I think tolling is a mistake on a major US Highway. It hurts commerce in our area which means lost jobs. It is also a waste of money if the I-5 bridge has no more lanes than today.
868860713	I do not think my government, federal or state level, should be \$3.1 to \$4.2 billion for a project like this. IN my family if we don't have the money we save it and then when we have enough we purchase the desired thing. Why can't government use that same principle?
868825896	I travel 3-4 times a year to Bainbridge Island. I take the Tacoma Narrows Bridge. Recently they added a new bridge and began tolls. I do not mind paying the \$3 toll for an improved and safer bridge. Traffic congestion seems to be better than before as well. To avoid disasters like the one on the Minneapolis I-35W bridge we need to take the time and money to improve our bridges for the safety of all.
868798240	I do not support tolling in any form, nor do I support the bridge project. At least, not until people start addressing the real problem: the 405 split in Portland where I-5 drops to two through lanes in each direction.

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868793312	Don't do it
868792170	Add a published end date to tolls. Do not let them become a source for non related project and special intrest funding.
868787659	What ever happened to plans for light rail via the Glen Jackson Bridge?
868767114	The SW Washington community and States of Washington and Oregon must get a grip and understand that the Pacific Northwest MUST progress with its primary freeway infrastructure. We need to look well into the future and make the right decision that will impact interstate travel and forecast the increased population within the next 50-75 years. This bridge, 12 lanes preferred, needs to be built and both States and the Feds and every citizen on both side of the river need to harbor the financial responsibility of accomplishing this goal. As a born and raised native of our area, I highly endorse building the structure and embrace any financial means to pay for it.
868765081	There should be NO tolls imposed on the new crossing. If you choose to toll the new bridge the only thing you will accomplish is to push the congestion to the I-205 corridor. I do not support tolling both bridges as the 205 bridge is paid for and there are provisions in place that do not allow tolling that bridge. There is also the fact that if you toll this bridge you are placing an unfair burden on the folks who live in Vancouver and commute to Portland for work. It's bad enough that these same people are losing 9% of their income to the state of Oregon in the form of the income tax with NO representation as to how that money is being spent. If you want to find funding why not take that 9% that the state of Oregon collects and use that to help fund the bridge. I'm sure most folks who are paying this tax would support that money going to fund something that would benefit them for a change.
868762028	i totally support tolling both bridges; i do not support variable tolling. I think that the same toll at all times should be chosen; i grew up in the bay area where all the bridges are tolled so I completely support tolling.
868741065	I absolutely support electronic tolling, and absolutely do not support variable rate tolling. It is unfair to working people with schedules that they are not allowed to deviate from.
868706506	The state of Oregon taxes 9% of every paycheck I earn for the "privilege" of working in Oregon. To me, I already pay a toll to cross the river. I would be more supportive of tolls if I got some sort of recognition (such as a transponder or reduced toll) for filing an Oregon non-resident tax form every year.
868597062	You people are idiots. There is so much interstate traffic, not just Portland and Vancouver, that you can't do an electronic toll option only. You have to have some sort of cash collection method (booths), which will equal more traffic than you currently have. You nutjobs better pay attention to what is happening in CA with the use of toll-tags and cash collectors before you try to re-invent the wheel and totally fvck up the situation. Idiots.
868584014	I do not support tolling at all. Replace the bridge with current state/federal money or don't replace bridge.
868582575	Washington residents working in Portland and in the surrounding Oregon areas already pay by having to pay Oregon taxes without representation. If all the taxes that Washington residents pay to Oregon were to be used to pay for the new bridge, there would be no need for tolls. We get no services for those taxes except for the roads and our taxes should be used for that purpose.
868581876	I would visit Portland more if light rail were an option. I don't like driving into town. 205 needs to stay free to give drivers a non-toll option.
868571184	It's not fun to think of paying a toll, but it just doesn't seem feasible to build a new bridge without it. I like the idea of having the tolls because those who use it, pay for it.
868567030	Please, no tolling.
868562322	No Toll

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868560978	Tolling both bridges seems fair.
868560803	Does the toll have a lifetime or is it perminante?
868555112	I think tolling is a bad idea. There are already so many transportation taxes, gas taxes, vehicle taxes, why is another tax or fee necessary from the citizens? How will this toll be collected? Will it require everybody in the greater Portland/Vancouver to sign up somewhere to use the bridge? What about those that are not from the immediate area and just passing through? How will they be assessed a toll? When bridges are the only means to cross between the two metropolitan areas, charging a fee doesn't necessarily encourage cross boundary relationships, trade, business, or any interaction. Bad idea!
868552253	Commuters and other regular commercial users should be able to pay a reduced toll rate.
868550084	get going!!!!!! and promote all effecient forms of transportation
868545666	If you toll the bridge now, that would reduce congestion, and thus not even need a new bridge!
868544438	We need this bridge improvement and tolling ahead of time seems like a great way to save money in the future. The less needed to borrow is less interest to be paid.
868532514	It is unfair to charge a higher toll rate to people who have to work. We aren't purposely clogging the roads becasue we want to, because we have to. We already pay 9 percent to Oregon and sales tax to washington. The middle class is going to get killed over the impending health plan and every political office...everywhere is asking for more taxes and fees. If the money isn't there, build less bridge, get rid of the fancy crap that just drives up the price, and do what's right for the people who are just trying make ends meet. I'm tired of Portland's input in forcing sky high prices with their ideas and even higher tolls when they know they will not be held accountable by the voters.
868522914	This bridge will last for 50+/- years. It should be built to handle the anticipated traffic growth rather than 20 years from now finding out it inadequate and but still has a long physical life
868509854	no toll already pay oregon tax
868506994	This is a federal highway, do not toll it!!! There are more people here in Portland / Vancouver, urban sprawl is a fact a life. We need leaders that can help control urban sprawl, but understand that additional population means additional transportation needs. All large well laid out cities have outer traffic rings that have been added as population increases. Portland and the suburb of Portland, Vancouver has grown and a third outer ring is needed WITH NO TOLLS.
868496721	There needs to be a way to pay a toll in cash for those of us that don't use credit cards. I personally do not have a credit card and do not care to have any.
868494387	In this economy the only way to pay for a bridge is to have a toll. It took 10 years for CALTRANS to pay for the San Diego Bay bridge and they continued to collect tolls for 4 more years for up keep. This was a very smart decision. This is something this committee should consider.
868491838	I will not buy any thing to track me or toll me electronically I deal in cash ONLY
868490071	I think that the reciprocal truck permit agreement with between OR & WA needs to disappear. No other state has this luxury yet the delivery trucks come over from OR and tear up the Washington Roads and don't have to pay to use the roads.
868486487	avoid please the involuntary appearance of bottleneck. You will regret it when they hapopen
868480919	Taxing WA residents further for the honor of working and shopping in OR is stupidity. They are already taking revenue from the state of WA in sales and they are taking earnings from WA workers by taking our income. At what point is OR going to do its part to support taxes? WA does not charge OR residents sales tax. It is already a very lopsided benefit for OR tax collectors, they should pay for the bridge.

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868478668	The AMOUNT of the toll makes a huge difference in how I would answer these questions! I'm willing to chip in but can't afford that much and do travel to pdx for volunteering and recreation. If the toll is 50 cents one-way then that is ok. If it is both ways, or \$1 or higher, then I will just avoid the I-5 bridge, since live near the 205 bridge anyway. thank you!
868474641	I feel the \$4 billion dollar estimated cost is in excess of standard bridge design practice and is not justifiable in any way. Current economic conditions at weight to my feeling, as funding a \$4 billion dollar bridge will inevitably result in high cost tolls that commuters can't afford. Revise bridge design to lower costs to acceptable levels, and drop the ancilliary design aspects (Light Rail, bike lanes, etc.) to make the bridge cost effective and supportable under general transportation funding / federal funding and eliminate the tolls.
868465444	How about a third bridge further west for people commuting to Beaverton instead of replacing an existing bridge.
868912539	I think there will be a need for more routes like the 105 to handle more people wanting to bus to Portland.
868448802	Wa. residents pay Ore. taxes why are we asked again to bail out Ore. with tolls? Pay your own way!
868416009	Hey lets just build the bridge and stop wasting money on just studying everthing, I think you should ask if people dont support tolling why do they not support it, me i think if im tolled i think the money will be wasted before construction begins, at this time thats what 10 years the rate this thing is going
868414112	I don't want to see a toll on either bridge
868407496	I understand that there are costs to replacing the exsiting I-5 bridge, however I believe that these costs should not be paid for my implementing burdensome fees to commuters who are accustomed to the current traffic situation and no additional tolls. By implementing a toll on the I-5 bridge, you will hinder the current cooperation between businesses, employees, students, shoppers, etc.
868407392	I'm 78 +. I live on Hayden Island - Should not have to pay ANY toll.
868405464	No toll. Times are tight. Clark County has the highest unemployment rate in the state, and many Vancouver residents are already forced to cross to Oregon to get to work. This means Oregon is taxing their income already and they are ALSO paying Washington sales tax. Enough is enough. No light rail. Crime has increased everywhere light rail has been foisted upon the people of Portland. Look at the statistics. Cannot believe Vancouver is even considering this. Just plain no.
868404737	no tolls taxes are to high on the people of this great country and need to go down if the people are going to survive
868403776	I do not agree with tolling, this will cause an increase in cost to my and my commute to Portland each day. I already carpool and do things to help with congestion and feel like I would be further penalized.
868403258	There are other funding sources available (bonds, etc.). They need to look more at the others. A toll is only an inflationary device that penalizes the working poor. Other bridges have been have been funded without tolls; why this one? The tolls should not be perpetual forever, such as the San Francisco Bridge. Bad for the working class...bad for business. It is a dis-incentive for interstate transportation. NO ON TOLLS!
868402132	Establish tolls. Your job is to do what is necessary, not to make friends
868389457	if there is light rail and it goes where I need to go, I would use it rather than driving.

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868383308	Tolls should not be a indefinite source of revenue. You should not be allowed to toll an interstate freeway, especially one that is a bridge between two states. If you must toll, only do so until the bridge itself is paid off, and then remove tolls. Each state has to pay for bridge maintenance at this point in time, so a future bridge should be maintained with those funds as well. NO TOLLS.
868378906	A "toll" is nothing for than a use tax, why not just raise the gas tax to cover the needs of the whole state than punish those where the projects are at.
868364571	Support no toll for bus and carpool
868363860	If a toll in created it would stop thousands of people a day from crossing in to Oregon from Washington to shop. If I have to pay a toll then I'm not saving any money shopping in Oregon. I'll shop closer to home and a vast majority of the businesses in Oregon will suffer as most of them are there to cater to those in Washington wanting to avoid paying sales tax. Plus I'm more likely to search for a job in Washington to avoid crossing the bridge. Again more money lost to Oregon in income taxes. It doesn't matter how you look at it, Oregon looses.
868350473	toll ALL users.
868346162	I take mass transit 85% of the time. It adds 40 to 6 minutes to my overall commute. The 157 bus is convenient to my work place. However, it doesn't service past 5:15. So, it is necessary to cross the I-5 bridge to get to Max. I very much dislike Max. It is dirty, and it has the sense of danger to one's well being, e.g. many of the people who ride Max do not pay as they are vagrants. If Max is extended to Vancouver, we in Vancouver would appreciate assurance that every Max rider, regardless of pickup/drop off location, be a paying customer. This would mean implanting a booth system for Max.
868342244	Stop the waste of money in government , then we won't even have a discussion regarding tolls.
868335792	Lets get to work on the new bridge update!
868320480	Bicyclists need to share the cost. Special lanes are designed made for them. Incurring design costs, implementing costs and maintenance costs.
868315480	I am a Washingont resident and the State of Oregon already taxes me heavily enough for working in that state. Doesn't my income tax already pay enough without getting any representation for what I pay? Go right ahead and tax me some more. Maybe I'll finally just take my job to Washington state and stop paying Oregon state because I don't get much for my tax dollar anyhow.
868312801	The bridge is not the problem, the 2 soon to be three lanes through Delta park is the problem. No matter what time of day for the past 10 years the "bottle neck" is caused at delta park not the bridge. Why should we replace a bridge that is not causing the problem? Oh, yea... you people would not get paid from the wasted funds that are spent on your studies.
868310532	Tolling is bad enough. I don't think congestion pricing is going to have the effect you want it to.
868307191	tired of more taxes now tolling just adds to the amount I have to pay out
868306982	Anything to improve traffic on the bridge.
868302994	I do not support bridge Tolls. There should not be any Tolls on the I-5 or I-205 bridges. Taxes charged with our gasoline should be used for highway maintenance and bridge upkeep and replacement. Someone should look at how we are managage these funds.
868301077	I lived in the Bay Area of California for 10 years and the only thing that happens when a toll is introduced is that it continues to be increased to fund new projects. This imposes a disproportionate cost on lower income families that have to commute over the bridge for work. Please be more creative with funding options. Tax dollars should be paying for this "road" project not a socioeconomic discriminative fee!
868300149	Can't afford to pay to work. If a toll is started I will have to find work that does not require a new expense out of my pocket

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868289933	As a Washington resident who has had to pay Oregon taxes for many years, I believe I've paid and continue to pay my fair share without any additional charges, fees, tolls, or taxes. WA residents who work in Oregon should be exempt from any of these additional costs. Thank you!
868289431	I believe that a fare toll on the I5 bridge would be acceptable, pay one fare that will allow you travel in either direction. I would not support charging a toll on any other bridge. Those bridges are paid for and it would be unfair to try to get people who are unwilling to pay and are willing to have a longer commute pay tolls. If done right and if the fare is not excessive then you will have people purchase a month pass and travel the bridge without any issues. Don't make it cost prohibitive.
868287911	In this economy, adding \$2-4 dollars per day in tolling is rather ludicrous. And tolling the I-205 bridge is obviously going to be supported by the I-5 bridge commuters and opposed by most of the I-205 bridge. The one positive is that the traffic increase that would occur on I-205 from those skirting I-5 tolls should not occur, though there will be a significant increase from those skirting the construction. If the decision is made to toll both bridges, then both bridges need a light rail solution. It is not equality to toll both bridges but improve light rail on only I-5.
868284907	Not only no toll, but no max would be preferred
868276629	no tolls..... with the price of gas and having to pay OR tax we lose all the way around living in Wa.
868270725	I support toll - to use the bridge, if it will increase traffic flow and reduce congestion, support light rail and pedistration and bike lane.
868263986	I agree with the representatives; we pay thousands in our family just for the benefit of working in Oregon. Until there are more jobs created in Vancouver, punishing us with more fees just adds salt to the wound.
868238071	Frankly, I am adamantly opposed to tolls of any kind. (In fact, out of principle, I would be willing to travel quite a long way out of my way and burn a lot more fuel, just to avoid paying a toll.) I have lived in localities with toll roads and bridges in the past. They were a serious and frustrating inconvenience. Please keep in mind that once tolling starts, it never ends. Funding should instead be provided by Federal Stimulus funds (for infrastructure) and a modest increase in gasoline taxes. In summary; a new bridge with light rail sounds like a good idea, but tolls are not the best way to finance the endeavor.
868233473	I do not like the idea of electronic tolling. Next you will be bring up toll roads by using the same devices. It is the "big brother" government watching all we do. Electronically marking cars is "creepy"and wrong in a free society.
868232155	Dont build the bridge if you cant afford it without putting finacial burden on those who have to travel across the river.
868229722	There should be some arrangement made for workers who are forced to commute at specific times. They will not have the option of driving at low travel times as their schedule will be determined by their employer. A lower rate for those with an employer on the oposite side of the bridge from the residence should get a special rate.
868218123	We must require tolls to encourage people to take mass transit or bike. If you don't have to pay property taxes but come to Portland and take our jobs, you should have to pay a toll, Vantuckians.
868211954	With all the Oregon taxes currently and projected, you would think Oregon could get this done without a toll.
868208118	I do not support tolling! I would make other arrangements or wouldn't travel.
868197893	clarify tolling proposals for heavy trucks

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868194173	This bridge must be expanded to accomidate the traffic levels far into the future. If it is not substantially bigger(more lanes) it will not improve congestion and will need to be replaced again sooner.
868194145	I do not support tolls in any form. This is even more tax on WA drivers who work in Oregon.
868183947	Tolling any of the Columbia River crossings is THEFT by the elected officials. Where are the TAX dollars which are already taken from the Wa. residents working in Oregon?
868178226	I'd rather see an increase in the gas tax or TriMet tax than tolling. Tolling causes delays even with new technology, resulting in congestion and unnecessary green house gas emissions. Government cannot be trusted not to raid the toll fund for purposes other than construction and maintenance of the CRC. (I lived in the Bay Area and saw those funds raided repeatedly.)
868173116	I don't support the toll bridge idea at all. I already carpool to & from work from Vanc to Ptld. Working from home isn't an option.
868158893	I understand why we have to toll the new bridge, but since I am mainly a 205 communitor I am concerned my commute is going to heavily be impacted by the tolls on I-5. Not sure how there is a way around this, but I just wanted it to be voiced that I205 and I84 West are going to be huge messes for the time it takes to build this bridge. Just not looking forward to that!
868154277	it is really dum the traffic is fine just leave the roads alone!!
868142825	Do not support. Have taken public transportation as well for years. Most jobs are in OR coming from SW Washington and we already pay taxes too. Can not imagine having to pay again to go to work. Not to mention always asked to go to Airport for others. Maybe if they concentrated on drivers who do not register their cars in WA, we could get a little more money too.
868139732	When the bridge is paid for STOP the toll.
868137063	No one wants tolls, but they are necessary. Vancouver citizens are more opposed to it since they are more likely to travel across the bridge(s) regularly, either for work or for shopping / recreation. This is a necessary evil to reduce congestion and incentivize people to use multi-person forms of transportation.
868120413	No tolls. Read my words. No tolls!
868116745	With today's depressed economy tolling any bridge would make it even more difficult for workers who aren't making a lot of money currently to even pay the toll. Not a good idea!
868108842	Our gas taxes were suppose to be used for the roads when they started. Where is all our money going? We have one of the highest rates.
868099039	Has the committee considered a low-income discount for the automatic pass. I'm concerned that a \$4 to \$8 daily toll is going to seriously impact lower income commuters.
868095464	Daily commuters to Portland should be offered a discounted toll, as is done in other areas.
868089150	What happens to the Oregon Tax dollars we Washington State residents pay? My husband and I both work in Oregon (he leaves for work at 4:00am, and I leave at 7:00am) and we pay thousands per year for the "privilage" of working in Oregon - yet get basically nothing for it. Why could you not use the Oregon tax dollars collected from WA residents to help pay for this bridge? We're too close to retirement to up and sell our house or quit our jobs to avoid this. This toll will be a definat financial hardship for us.
868070080	I would not support any toll on a new bridge that does not substantially increase capacity (12 lanes) and safety. To minimize the size of the bridge now will only provide for more problems in the future. Build it once, build it right and remove all of the politics.
868069615	Tolling may cost more to implement than they collect
868066139	Instead of tolling the bridge, it should be discussed that a one time all of Oregon and Washington tax be levied to collected the needed money for "our" share of the project.
868066056	Start tolling in 2012 only on the I-5 bridge if this has to be done. The reason being is that people are struggling with their bills now and it will be a very slow recovery. That is why you want a toll in the first place is the lack of state and federal funding.

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868062718	Tolling rates should also be based on the GVW of the vehicle. A commercial vehicle with a GVW of 80,000 lbs should pay a much higher toll then a smart car with a GVW of 2500 lbs. Also, some consideration should be given to HOV's with two or more occupants. Possibly paying no toll at all.
868058793	No Tolls. Sam Adams is a waste.
868052641	I support the MAX line, but not the tolling of the bridge, especially not the tolling of both the I5 and I205.
868040972	HURRY UP AND BUILD THE NEW BRIDGE, IT'LL BE AN ASSET TO THE AREA!
868023552	Get this project DONE.
868015196	Tolls are a horrible idea. Forces the cost of the bridge on the bridge users instead of sharing the cost among all citizens. This is infrastructure - part of the commons. Everyone shares the burden, shares the benefits. Costs don't go down because of tolls - they just get unfairly stacked on those who by chance or circumstance have to use the toll road. Unfair, no matter how it's painted.
868000164	The longer you wait the cost gets higher. Do it now before an earthquake strikes and we cannot get across the river, Both states split the cost and split the money from tolls for upkeep of the roads and divide the revunue. Easy pass was used in Virginia and Virginia would not do the requirements and North Carolina and hence the private contractor did. Now the contractor pockets the money. Easy pass would be a lane by itself and has a electronic reader. Seperate lanes for full tolls. It went by cost of two or four axles and motorcyclists.
867995313	A toll is mostly going to effect the people that live in Vancouver and work in Portland and this isn't fair since they already have to pay OR tax. Plus this will put more traffic on I 205.
867992825	No tolls under any circumstances. Don't build a new bridge if you can't pay for it.
867984101	Bring the Max to Vancouver on both the East and West sides and mony will not even use the bridges. I think tolling the 205 is unacceptable. We use it to get away from the traffic of I-5 now. I think those of us that commute would ultimately get new jobs in the Vancouver area if you are going to do that. They may anyway.
867976225	read my lips no new taxes in any form federal and state fuel and mileage tax money built the bridge quit looking for more and more revenue from porer and poorer americans
867968867	the time of Iconic landmark structures went out with the Reagan tax cuts. Just build a flat deck bridge or no bridge and stuff your tolls.
867955473	Tolls are evil and stupid. The money should be raised with gas taxes or other taxes. The traffic jams caused by putting a few pennies into a toll both are not worth it.
867953559	Stop Fucking around and start the new bridge today.
867930950	forget about a new bridge
867928252	I have lived in areas that have tolled all my life. The problem here is that residents have not had to support toll bridges, they think that their taxes should be enough! I understand the need for toll's and the expense involved with bridges having lived on the Eastern Seaboard. You have my support with the toll issue!
867927257	Make it 12 lanes to help get rid of the bottleneck!
867907837	there should be no toll! bridge should be paid for from taxes that are allready taken from citizens.
867780853	for people commuting for work between states the toll would be just an extra enforced monthly bill. no one happy for it.....but if it's the only way to get a larger, better I5 bridge i can live with it, but leave alone I205 where the traffic is not an issue and the only option to avoid the toll.
867770825	Pass it and I will be hunting the Tolling Study Committee members.

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Respondent Question # 16: Finally, is there anything you would like to add to help inform the ID Tolling Study Committee?

867759417	I oppose tolling on the I-5 and I-205 bridges under any circumstances. There aren't enough jobs in SW Washington or I'd work here. As it is, the state of Oregon takes 8% of my pay, for which I get no benefit and have no say, no representation. This would just be one more chunk of money the government would take from hard working citizens who can't afford it in the first place. I make it known to all state and local government representatives that I want them to oppose this toll proposal, and support the ones that stand in opposition to the tolling proposal. Don't add tolls to the bridges.
867752306	u can not toll a bridge that has been paid for with federal tax money.
867751581	No tolls at all. No light rail either
867740691	Find a way to eliminate tolling!
867735809	The plan is too big. Sam Adams has no right to dictate to anyone what the bridge should include. He is overstepping his authority.All parties invovled have spent TOO MUCH MONEY ALREADY and dont even have a sensible plan.All the politicians and especially the consultants and civilian companies that have made money on this project to date should be fired or have to pay the tax payer back! What does it take to get you folks to start caring about the tax-payer? You spend MILLIONS and we get NOTHING!! Fact is the money already spent should have been used for CONSTRUCTION and not planning!! If you did a better job you would not even need to consider tolls!!
867728256	I don't support question #11. You do not give me the option of "NO TOLL "!!! You people built the bridge for the entire U.S. to use. I've paid taxes "to the man" who send you money to maintain and manage theses interstates and highways, and because of your irrispensible spending habits, you're trying to force Oregonians and Washingtonians to dig deeper into their already empty pockets. We ARE afterall in a recession, even though you'd like to have us believe we aren't. So, I find it shameful you would even bother to ask us to "help" fund this project, while at the same time you don't REALLY care what we think because you will follow your own agenda anyway... and that is: imposing, forcefully, without option, a fee to use public roadways. Sincerely, Joe Public
867704831	we already pay WA road tax with gas and sales tax.for me i pay OR income tax also.I would move to OR. i have worked for 13 years then i would not pay WA tax at all.i sure alot u people will also.
867701435	These questions are asked in the vain of the bridge construction has been fully approved. Its spending like this in a time of major crisses that has gotten our country in economic crisses in the first place. Would a rational thinking person with major financial problems even think about rebuilding their house because its starting to get old and worn out. I don't think so!!
867701105	I have the following comments on tolling. 1. Instead of tolling can small surcharges on vehicle registers or small nominal surcharges on state income or sales tax pay for the bridge? 2. Tolls were used to pay for bridge construction,bridge repairs, bridge replacements, seismic upgrades, and mass transite not a problem but in later years the fund becomes attractive to governments for funding the general fund. I do not support a bridge toll to provide funds for the general fund or projects that have no relation to mass transit projects. 3. I have concern about the ofuse electronic tolling can invade privacy or toll information used in government data bases. 4. If some refuses to pay a toll, what are the enforcement policies governments will use to collect back tolls. In California, one individual lost his car because of failure to pay a toll. 5. I do not think tolls will reduce traffic on the bridge because of future enconomic and population growth. An extensive and reliable mass transit system can do more to reduce traffic congestion than a toll. Oregon and

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867700992	I have the following comments on tolling. 1. Instead of tolling can small surcharges on vehicle registers or small nominal surcharges on state income or sales tax pay for the bridge? 2. Tolls were used to pay for bridge construction, bridge repairs, bridge replacements, seismic upgrades, and mass transit not a problem but in later years the fund becomes attractive to governments for funding the general fund. I do not support a bridge toll to provide funds for the general fund or projects that have no relation to mass transit projects. 3. I have concern about the ofuse electronic tolling can invade privacy or toll information used in government data bases. 4. If some refuses to pay a toll, what are the enforcement policies governments will use to collect back tolls. In California, one individual lost his car because of failure to pay a toll. 5. I do not think tolls will reduce traffic on the bridge because of future enconomic and population growth. An extensive and reliable mass transit system can do more to reduce traffic congestion than a toll. Oregon and
867691693	make the i5 briges into a wind mill to make power for toll and light and feed the city light of both side
867681330	Protect the plans for Hayden Island improved access.
867730193	Where is all the tax money you already take from me going?
868093539	When you start taxing people, the end of a good society crumbles. So will our freedoms.
867839925	TAX AND SPENDING SHAME ON YOU PEOPLE!!! Understand we are taxed to death in this country and I for one will work to elect officals who understand this.
868110856	stop shopping in portland
868408657	Good luck!
867665868	Just build a simple bridge!
867639356	Why is Portland trying to toll Washingtonians? We already give them a fair portion of our money through sales purchases. Is tolling really necessary with all of the stimulus money President Obama has made available?
867610939	Getting Rapid transit to and from Portland I think is a key to cleaner air and reducing traffic. You could raise transit fees to help pay the cost of the new bridge, transit line etc. as well as lower toll fees
867600075	Life is already unaffordable now and I am going to have to pay a significant fee to go to work every day when I go to work.... what a bunch of BS!!!!!!!!!!!!!!!!!!!!!!
867599108	This will hurt small businesses like mine & is yet another unfair burden on small business.
867591031	I do not support a toll bridge at all. I think it would further interfere with the economy and the cross interaction between PDX and Vanc. I oppose the whole plan and think that it is being poorly approached and planned. I do not think I should have to pay for something our taxes should already be allowing for given proper management.
867583498	Make damn sure that there is a finite date for the tolls to be removed.
867583251	Hire the A team!
867577715	NO TOLLS !!!
867577531	one possibility would be to promise to eliminate the toll after the bridge had been paid for
867574164	Tolling will not help congestion - even if it helps at first it will not help in the long run as the population will continue to grow. Why are we being punished or made to pay tolls when our taxes are already through the roof? Maybe you should have all of the illegal immigrants pay the tolls.
867571584	Please keep our public highways free of tolls for everyone.
867565475	please make it \$1.00 per round trip
867546980	the toll should be lower for the commuter and higher for the "pleasure seeker" Those of us that work in Oregon already have an extra tax levied on us it would double the tax burden.
867544854	How 'bout we just build a dam bridge, instead of studying it for another 30 years?

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867538717	Adding lanes so there can be a constant flow (not the decrease in lanes as cross from WA to OR as exists today) would do more to reduce congestion and accidents than most of the suggestions for change including adding tolls.
867536200	no
867501761	Variable toll ok to finance new I-5 bridge;when complete. Proper usage of collected tolls and taxes-designated 'for the project only' instead of using funds for 'other interests' is the worry. If we pay ahead, the money is more easily misspent on items our taxes should already be paying for. They do not know how to manage a savings plan. Thank you for noting my opinions.
867488050	I am opposed to tolling. It was hard to choose options when some of the questions only offered a tolling option. I will avoid Portland even more when forced to pay for the privilege of going there. Question #4 needed to allow for multiple checks. I go to Portland for a lot of reasons but couldn't indicate what those were because of the limitations.
867479758	Toll booths are scary! I think if you want to promote this, you'll need to make us Westerners more comfortable with a possibility that can be truly horrifying when we're driving back East -- that we could get stuck in the middle of a freeway without cash for a toll.
867475900	Yes, please choke on the idea of a toll charge. :-)
867471926	The need for an improved bridge is obvious but the design process seems to have bogged down favoring a hopelessly expensive model that is politically impossible. There must be a more realistic compromise available. Also, why must we limit the height of this huge project to accomodate a very minor airport on the Vancouver side?
867471466	Only electronic tolling that doesn't require vehicles to slow down is acceptable to me. I am in favor of tolling the existing I-5 bridge, but only if there is assurance that the new bridge will definitely be built. I would also use the new bridge to bicycle across the river more often. The current bicycle route is not safe enough due to narrow bridge sidewalks and circuitous paths through questionable areas.
867455325	Tolling is totally unacceptable and should be abolished from all public roads and bridges. Raise gasoline taxes instead.
867451889	No tolls, or a reduction in taxes
867449804	Im not in favor of tolling anybody dont we already pay for this in hiway taxes and federal fuel tax lets find out where all that money goes before we make people pay to drive back and forth to work and shop the more money you take from us we cant spend to stimulate the economy.
867446729	I pay MUCH income tax to the state of Oregon, for which I derive no benefit except the use of the highways. USE THAT MONEY.
867435870	I work in Portland and already pay oregon state taxes, this is just one more thing. I don't think there should be a toll.
867435736	I work in Portland and already pay oregon state taxes, this is just one more thing. I don't think there should be a toll.
867432502	Spending the time and money to build a new bridge that is designed to last 100 years or more should not be shortchanged because of the present economic conditions. We are undertaking an enormous project. To cutback on lanes,walkways,bikelanes or light-rail seems to defete the purpose. This is a project we are going to do for future generation growth and economic prosperity, now is not the time to skimp and squabble over personal differences, let's build something we can be proud of and help the region grow.
867431326	Washington residents who commute across the I-5 bridge already pay Oregon state income tax. Thus funds should be used to pay for bridge replacement and road repairs, not additional tolling. I do not support tolls on either bridge at any time.

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867420355	If the old bridge needs repairs, why not make the repairs or build a new one. Aren't the taxes Washinton residents pay every year set aside and used only for highway and bridge repairs? I'm sure they, as well as other American citizens, are fed up with paying higher and higher taxes!!!!
867603987	Tolls are inevitable in such a large area with so much traffic congestion. Maintenance is not free, and neither is our environment. There is a price to pay for all. Looking for less pollution. This will help for cost, less pollution, and the economy for the Washington side of the river. Everyone goes to Portland. Too much is dependent on Oregon. We need jobs in Washington.
867600276	The government seems to be trying to tax small businesses out of existence and I am not happy about it.
867417572	keep taking our money , and get on with the project
867413821	I'm not comfortable with electronic toll collecting. I'd like to see more information on the safeguards of that procedure.
867411215	I would prefer you toll only the I-5 bridge since it is the one that needs improvement. I purposely chose to work on the eastside so that I would not have to use it. I think those that use that bridge the most should help fund the project.
867405765	if the current i-5 bridge is tolled then it would cause an even greater constestion problem on i-205 people would drive longer distances to avoid tolling and more traffic congestion would occur i would take bus if it ment toll charges i believe it would increase transit usage and if it does it most likely to increase the rates for bus fare to get accross the bridge to cover toll charges unless city busses are exempt from toll charges and they should not be exempt if auto drivers have to pay i feel transit bus system should also be charged as well
867405582	we need to use the money for other projects not for a bridge that is already costing us money when it hasn't even been built yet. It is a poor use of tax payers money!
867401440	Provide open communication during this process allowing citizens who will be impacted the chance to speak their concerns.
867390698	Continue electronically scanning, saves time, money & fuel. Make sure all the signs are HIGHLY VISIBLE, and allow longer merge lanes for cash only vehicles to merge back in.
867383684	Tolling should not be a foregone conclusion. I do believe that the federal government needs to step in and fund these improvements. This is a large, regional issue beyond just Vancouver/Portland. I also am opposed to any tolling period if anything less than the 12 lane bridge concept agreed to in Feb 2009 is reduced. I am opposed to the use of tolls for social engineering. I can live with tolls as a worst case need for partial maintenance offset.
867383305	Get businesses to allow FLEX TIME so that variable tolling will lead to evenly spread out traffic ALL DAY.
867361583	Do not place tolls for I-5 bridge on the 205 bridge. People made choices of where to work for a reason. Also how do you charge visitors of the state a toll or a rental car?
867347339	At least one cash booth needs to be available (for many reasons) even if it is a pull over and pay stop.
867337837	Let's face it, it's going to be expensive to replace the I-5 Bridge, so tolling appears to be an effective means to help pay for it, and will reduce congestion on both bridges.
867332403	I already pay Oregon income tax which I get no benefits from. I'm cahrged a Washinton gas tax which fund the majority of projects in the Seattle are, again no benefit to me. Lightrail could go over the I-205 bridge, which I have not seen it as an option. I don't want to pay for a bike lane and would they be tolled if the toll was in place.
867328990	favor 12 lanes and an Iconic structure

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867322126	As you know, your tolling success is directly related to the amount of time wasted sitting in traffic due to tolling. I grew up traveling to Chicago from Rockford, Illinois and the east-bound slow down created from the O'hare toll booth now extends from O'hare to the Fox River 20 miles away (as I discovered on our bus ride last year). That is absolutely unacceptable. Period. That is also one of the reasons we moved from the Chicago area, congestion.
867321597	Tolls amount to another tax on the public.
867299670	toll the bridges so we can have a new one
867299504	Please toll the bridges, this is the only way to keep up with repairs and maintenance. PLEASE KEEP THE TOLLS CHEAP! \$1.00 EACH WAY.
867292126	Residents of Washington working in Oregon (which I did for 4 years) already pay taxes for absolutely NO benefits ; so who is the Rocket Scientist who thought TOLLING Washington residents is going to go over AT ALL !?!?! We will just QUIT going to Oregon. The jobs, the housing and the recreation is now accelerating in Washington to the point of surpassing Oregon in the near future and the "FLOW" will be North; not South.
867276157	Tolling would have a negative impact for the following reasons: 1.) disincen Oregonians to do commercial business in Clark County 2.) place a bulk of the funding burden on Clark County residents, with little to none on Oregonians 3.) increased Washington-side truck traffic and congestion on SR-14 for eastbound destinations
867274937	Tell Leavitt to quit lying. He know tolls are the only financial way yhe bridge will be replaced.
867274257	With the exception of the East Coast, tolling is an unconventional means to fund an interstate thoroughfare at the borders of adjoining states. Let's get after the Obama administration to pay for it, like they promise to pay for everything else by tax dollars.
867270182	If Washingtonians want Portland jobs, they will need to contribute to the costs associated with their decision on where they live.
867265032	Are you going to credit IFTA for tolls ? Are your transponders going to tie in with existing transponders ? I currently have 5 in my truck for East Coast, Ports, Scales, Illinios area and Oklahoma. So we get cross signals from transponders resulting in A You did not pay notice. But you Have to consider and allow credit for IFTA accounts. Not to forget we trucks also pay your Fed Tax of \$550. And I will pass this expense on. My work varies in Washington. Sometimes I am in and out of Wa. 3 to 4 times a month. Thank you
867262481	no toll at all
867257874	Tolling the I-5 bridge may result in more traffic on the I-205 bridge. That is what i think anyways.
867238822	California and Oregon already have among the highest fuel taxes in the nation. You apparently have not been able to manage the funds collected through fuel taxes. There is no reason to expect that raising more taxes through tolling will result in better roads or a new bridge. It will only add to an already congested roadway. Rather than putting in a toll, perhaps you should stop diverting highway funds to oher projects and use them for what they were collected and intended. If this toll passes I will find a way around them when my trucks are in the area. I may burn more fuel and perhaps take longer, but I see no reason to continue to fund things which I have already paid for with my tax dollars. Although I am no longer a resident of California, I do business in the state. I am doing less today than a few years ago. You people contiue to raise the cost for me doing business in the state with your ridiculous laws and taxes. It is time you started acting responsibly and began to manage the funds you already have. You don't need more money ou just need to
867207905	I am well off enough financially that a toll won't change my travel plans in any way. It does however feel like it would be a hardship on those of lower incomes. Why do I always feel like Portlanders are angry at the 60,000 of us in Vancouver to work in Portland, pay 9% income tax, and help stimulate and finance the Portland economy?

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867202862	I lived through the original bridge tolling. It is necessary to get it paid off and maintained,,,,, But.... If the rate is not resemble, it will not be accepted by the public.. So if it takes longer to repay the costs by having a lower toll, so be it..
867200888	Not a frequent or regular user. Must cross river whenever necessary for appointments or shopping or seeing friends, or traveling through to head south - doesn't make much difference if tolls are variable. In the 50's & 60's my dad cussed the tolls every time we went to Portland to eat at our favorite restaurant. But - hey - they worked and the cost of the bridge was paid off early.
867199805	This is a bridge to support the US, not Portland and Vancouver. Keep it in perspective.
867198631	no toll
867193736	Fuel tax is a better method
867188426	Unless the bottleneck on I-5 by the Rose Quarter is improved at the same time, a 12 lane bridge is pointless.
867185292	No toll on Interstate Highway. You ought to be able to get from Vancouver to Portland for free
867174803	Higher tolling during peak hours is a great way to stick it to the working man who has no choice of when he commutes.
867172644	Look at building a tunnel like The Netherlands. It could be half the cost!
867163077	NO LIGHT RAIL
867160446	Remove Oregon State income tax from workers that live in Washington and the toll won't hurt us as bad. Tolls and Oregon Taxing will kill us so we might as well stay home and collect unemployment.
867155483	If the bridges are tolled I will travel only to work. I will no longer come across the bridges to shop or to conduct any other business. I already pay enough in Oregon taxes.
867149914	Put a new bridge west of i-5
867146085	I suggest we have AIG finance the bridge work.
867141575	I am opposed to any tolls. Gas tax should provide sufficient funding. Any light rail program should be 100% self sustaining through fares or be abandon.
867139621	NO NEW TAXES OR TOLLS
867137641	Tolling should be for those who use it daily. The same technology that allows for tolling at highway speeds can also be used to track who uses these highways more frequently and taxing them directly verses punishing all of us for poor commuter choices across the board. I also believe waiting until a new bridge is available and making it a more appealing commuter option is the best solution as we can toll those using that bridge directly. I would gladly pay for a more efficient trip into town on weekdays, but DO NOT WANT TO PAY after sitting in wretched, unattended to for 20 years!!!, traffic!
867137485	It should be part of the Federal Interstate system and from Canada to Mexico there is no toll. I think the notion is completely irresponsible.
867149793	JUST DO IT!
867301271	i will stop shopping eating out in downtown Portland!
867124322	Use the money Oregon steals from Washington workers. If there was a toll, I would travel down to the bridge of the gods. Must less traffic.
867112109	TOLL Free Bridge Please we already pay enough in Reg/Title/Fuels Taxes
867109757	Because of it's small size and current entrance/exit configuration, tolling the existing I-5 bridge would likely create a traffic nightmare. However, I would support tolling I-205 early but only with the variable rate plan and electronic tolling.
867091321	I work in Oregon and already pay Oregon income tax. Why should I be taxed through tolls at higher variable toll rates because I work in Oregon?

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867088274	WHAT ABOUT OVER THE ROAD TRUCKERS? WHERE ARE MY TAXES I ALREADY PAID AT? TO STOP RUSH HOUR CONGESTION=ONLY CAR POOLERS (2 PERSON PER CAR)CAN USE FREEWAY'S DURING RUSH HOUR EXCEPT COMMERCIAL VEHICLES!!!!!!
867088188	You are trying to make traffic on two bridges that are always congested during rush hour better. Has a study been done to see where people go after they cross the bridge? Would it be better to build a bridge from Camas to Gresham? Even if a new bridge is built that is wider, as soon as you cross the 4-8 lane bridge, oregon freeway goes down to 2 lanes. So all that traffic on 4-8 lanes on the bridge gets conjested again as it goes down to 2 lanes. You will need to widen oregon I5 north and south to handle the bridge.
867070758	tolling should be on I-5 bridge only
867063404	I remember when there used to be toll booths - and there are tolls everywhere in the world. I think because it's free the congestion is worse
867063302	People in Portland need a great deal of information about the need for a replacement bridge. They think the bridge is only for the convenience of residents of Vancouver.
867058727	The bridge needs to be more efficient, period. It doesn't need to look good and it doesn't need to cater to bike riders or walking pedestrians. Let's worry about what's realistic and efficient and ultimately less expensive. Let's not worry about using tax dollars and tolls to make a bridge a piece of art for bikers and walking pedestrians.
867053811	NO LIGHT RAIL. Stop using hiway funds for Portland mass transit, the roads in other parts of this state need repair and new roads need to be built.
867052786	If the government would quite spending money on useless plaques, statues and the like, thereis more than enough money to complete this project
867044985	SINCE I AM TAXED AT THE SAME RATE AS A RESIDENT OF OREGON I SUGGEST YOU USE THAT TAX TO PAY FOR THIS BRIDGE AND NOT TOLL ME AT ALL.
867035248	Tolls are great for causing reduction of demand. Raise tolls until traffic flows with no congestion. Toll the I5 at a high rate too.
867033906	hurry up and build the new bridge
867029735	Give us a toll, already!
867028427	It sometimes takes me 30 minutes to go from the end of Marine Drive just 2/10 of a mile to the Jantzen Beach exit to do congestion. QUIT PUTZING AROUND AND FUND THE BRIDGE. The longer you wait the more expensive it gets.
867027832	IF mass public transit was improved BEFORE tolling started, making it easier to take transit during commute times, I may be in favor of tolling. The ONLY reason I do not take mass transit into portland currently is do to the inefficient routes and how inconvenient it is.
867007199	Please make keeping the toll rate as low as possible the #1 priority. I-5 is a major route for our economy. The more the toll is the more the extra cost of it will be passed to the consumer. Also, I think the discount should be substantial (not just a tiny discount)for those working to lessen traffic congestion through carpool and off-peak traveling.
867003463	The bridge needs to be built. If tolling helps get the project completed, please do it.
866996762	no toll
866995023	Quit wasting time and money and start the bridge. The region has needed to for a long time. If you are standing on the fence debating it you are wasting money, just do it.
866994947	Quit wasting time and money and start the bridge. The region has needed to for a long time. If you are standing on the fence debating it you are wasting money, just do it.

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866993925	Please consider that a great deal of the congestion on the I-5 and I-205 bridges is actually caused by downstream flow issues. Locations where local and freeway traffic join cause much of the problem. Best solution, though difficult to install, would be rush-hour lane sharing. Including some of the highways in and out of Portland in lane-sharing practices could greatly alleviate congestion during rush-hour. Consider serializing critical on and off points, to force traffic flow, i.e: one-lane-off-ramp to dedicated traffic lane with minimum 100 feet to next light (rather than intersections at the end of the ramp); freeway on and off always using dedicated lanes: exit-only to exit - entrance to dedicated lane which turns into exit only for next exit. While the second example here can create some issues with crossing traffic, the only way to alleviate this would be to have all traffic join on one side of the freeway, and exit on the other. Hope this helps, good luck
866979426	I will stop shopping/dinning in downtown Portland if the bridges are tolled!
866978915	Instead of toll per car, toll per person more for just one person and less if two or more.
866976725	I'm not a big fan of tolling. I prefer to be able to travel our roadways freely and without any financial concerns. However, unlike some people I am a reasonable person and will support tolling if it is truly the only, or the best way to fund these bridges.
866967348	My Husband and I like to shop in Portland but we would not continue to do so if a toll is in place
866959729	The costs of rebuilding a major West Coast US Interstate bridge should not fall onto the backs of Vancouver residents. I am against all tolls!!
866951983	Build the large bridge, impose a toll. We're all part of this society and need to start acting like it and do our small part for the greater good. The population isn't going to decline in this area and I-5 is the only vein of the entire West Coast. Build the bridge, impose a toll.
866951863	Strongly object to tolling on existing bridges. Ok with tolling on a new 3rd bridge.
866942672	Why can't Obama just pay for it. He is paying for everything else.
866927978	I feel it is very important to toll both bridges. If I205 does not have a toll, there would be a lot of traffic that would go to I205 to avoid the toll on I5, thus creating a tremendous amount of traffic there. Keeping these tolls there could also generate funds for future transportation needs between Oregon & Washington.
866924662	Tolling only motor vehicles disproportionately put the onus onto those who already pay the bulk of highway taxes. If tolls are to be fairly distributed, bikes, pedestrians and transit users should be charged as well. Bicycles especially enjoy the benefit of improved roadways, while paying nothing to create or maintain said roadways.
866924250	1) I am very supportive of tolls if the fee is LOW (
866922043	not everyone that works in portland can afford toll cost.
866920786	thank you for the opportunity to share my opinion
866916273	I commute to work daily, and I fully support tolls. Anything to get funding for the CRC.
866909269	Variable tolls are confusing and frustrating to drivers. Keep it simple or you will only increase the amount of frustration from people.

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866906897	The toll is ridiculous! People use the Columbia River Bridge as if it were any other bridge in Portland. Hundreds of people commute to and from work into Portland/Vancouver every single day. Squeezing tax payers dry in this economy is pathetic! I absolutely DO NOT support another dime going to taxes (which essentially this is). And further more don't use an electronic system to toll people. If you are going to squeeze us for more money, then maybe you should consider hiring REAL people to take the money so more jobs can be created during this tough time! Also, I will absolutely not use the bridge if bikers, walkers and mass transit are not being tolled to cross the bridge! If you are forcing the toll, then toll fairly. Don't punish people for driving their cars, getting from once place to the next trying to stimulate the economy by going to work or shopping across the bridge. And last but not least; figure out how to budget the current money you are already receiving from tax payers to repair and maintain the bridge. Quit spending it on city art projects and refined bike lanes.
866905682	I am a 32-year-old woman who has been working and paying taxes in the United States since I was 15 years old. I believe taxes should be used for roads and highways and do not believe tolling should take the place of tax dollars being used for improvements and repairs. I will not support tolls on any of the bridges, highways, roads, etc. in the States.
866905508	Would have been very help in answering the questions if I knew what type of toll ranges you are considering. If a toll is \$0.50, I would have a very different opinion than if a toll is \$2.00.
866903798	I don't think it's reasonable to have no toll booth available, what about the occasional travelers who don't have an electronic pass?
866899443	Due to the high unemployment rates near where I live I was forced to seek employment in Portland just to find a job. As the expenses of this commute are already climbing higher each day due to increased gas prices having to pay a toll would severely impact my family. I work at several different hospital campuses in the Portland area and tolls on either bridge might even force me to have to give up my job here as our finances are stretched too this as it is. In the current economic climate I am sure that tolls would create a severe hardship to many people. If you must begin tolls across either bridge, please wait for a time when families are not struggling so hard just to put food on the table and a roof over their children's heads.
866886556	In these economic times, do you really want to put further stress on the consumer? Of course you do - anything to wring a few more pennies out of us. TAX PAYERS ARE NOT AN ENDLESS SOURCE OF INCOME! We care that the bridge is safe and practical, not pretty. A less aesthetically pleasing bridge will cost less, therefore decreasing our need for tolls. Is Oregon ready to concede the income tax of those Washingtonians that choose to no longer work in Oregon because of the added stress of daily tolls? And is Washington ready to concede the tax money it might lose to those that now choose to move to Oregon in lieu of the added monetary stress to an already difficult commute? Health care costs are increasing, inflation is on the rise, Clark County jobless rate is nearly 13%, Oregon's unemployment is worse than Detroit's, cost of living is skyrocketing and credit is tight (fewer home owners means fewer precious tax dollars) - why add further stress to a quickly weakening tax base? NO TOLLS!
866883417	Tolling without toll booths would cause all sorts of problems. How would you enforce for those just passing through Oregon/Washington.
866881039	Plenty enough money is wasted with existing taxes to pay for the bridge. Tolling is extortion.
866879343	This project simply must be done, the current I-5 bridges and seven interchanges are antiquated. Whatever means is necessary to finance and complete the project should be employed.
866873231	I'd like to see the emphasis on tolling daily commuters, and perhaps have weekends and holidays free.

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866863854	I think the people utilizing both I-5 and 205 should be the ones responsible for paying for the replacement, repair and maintenance. Tolls is the best way to do this. Other states have toll booths along their highways and that provides financial support from those using them the most
866859805	I use the bridge in a personal vehicle because mass transit cannot and will not meet my transportation needs. I have already had that discussion with both transit agencies. I am not in favor of tolling as a traffic control device. If the toll legislation were written with a terminal dollar value or date, I may be swayed to accept tolls as a civic contribution. If, as an Oregon income tax payer, the tolls were deductible at some rate, I may become more enthusiastic about paying tolls. As a means to supplement other funds or to fund non-Interstate Bridge-replacement projects, I am completely against instituting tolls across the bridge(s). You may consider a serial levy type of vehicle to partially fund the local match part of the bridge costs. Say 50% of the total cost of the project could be paid by everyone in the Vancouver/Portland metro area. The remainder could be collected via lower tolls or a shorter toll collection life. The bridge project design and implementation should be delayed until the traffic patterns normalize after the current lane
866855782	If the number of lanes through Delta Park and Rose Quarter areas is not increased, then no bridge project will help congestion
866851727	I support tolling for better roads and bridges and less congestion.
866850148	Maybe give FT workers that are crossing bridge a reduced toll.
866828618	If you are going to toll one bridge, then I think you should toll all of them. Otherwise, folks are much more likely to just take the other bridges, which will cause increased congestion on access roads to the other bridges. Every other major city uses tolls to keep the roads improved - there is no reason why we shouldn't go that route, too. I do think that we should not toll any public transportation that uses the bridges.
866820469	Yes, hurry up and build the bridge!
866814928	Build that new bridge please!
866812146	Make a decision, get it done, end the debate
866803040	Firstly, I am strongly opposed to the current CRC plan which is to build the largest bridge possible. It's absurd to spend billions of Oregon taxpayer dollars to replace a perfectly good bridge (structurally), so that Clark County commuters don't have to sit in traffic. This bridge is a boondoggle of the highest order. We should spend the money to update the freight rail lines, especially the railroad bridge, and to add a light rail/pedestrian/bicycle bridge, similar to the one being added over the Willamette. That being said, as it seems this monstrosity is inevitable due to the fact that the almighty \$ rules all, this bridge should absolutely be built with variable rate tolling, on BOTH bridges, not just the i-5. Oregon taxpayers who hardly ever use the bridge, and couldn't car less if people choose to sit in their cars for 2+ hours a day should not have to pay.
866801645	As an infrequent traveler of I-5 and 205, I am weary of the methods of tolling for occasional travelers without a prepaid card. If I make a trip for whatever reason on the highway, I do not want to have to worry about calling a number or visiting a website to make a payment for my trip. Furthermore, I would not be happy to get a bill in the mail for an incidental highway trip, especially with a surcharge. I am not so worried about the cost, as I am worried about the inconvenience.
866797029	I lived in Houston, Tx and saw how little people would use the Toll roads. It didn't improve the congestion on the non-tolled highway.
866782772	I think that at this stressful econmic time tolling the bridge is a an absolutely horrible idea. If you can't pay for don't do it! Clark County has the highest unemployment rate at time in the State of WA and this would devastating to our community. This effects many, many families, and business.

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866775048	Most of my travel in the car across the bridges is for recreation or airport traffic, some shopping. There is no feasible transit way to do this from Washington, tolling would just be aggravating on I-205 since there is no other alternative.
866761369	There is no need to build a new bridge. Quit wasting tax payers money.
866758836	No tolls on either bridge.
866756324	Build a bridge to Hillsboro
866752803	if Portland had removed the bottleneck between the bridge and down town there would be less problem toll them and see what happens !! Seniors and low income supporting family and friends in Portland would be hurt - I do NOT want the light rail to bring more transient to our area - crime follows the rails.. you can keep it on Oregon's side of the river..
866742092	People want to use the bridge they need to help pay for it.
866736273	A method for non-local travellers (tourists etc) to pay cash tolls MUST be provided. This is an INTERSTATE highway and, in effect, charging out of state drivers a higher toll than local drivers is probably illegal.
866732164	NO TOLLS
866730058	I remember the toll booths from years past, hence I am not comfortable with the prospect of paying once again, :(
866621061	Can we hurry up and get this bridge built already?
866606866	You should not toll any bridges. Working in OR and living in WA, we are already taxed as a resident of OR although we don't use any of the things we are taxed for except the roads. (Usually just I-5 and minimal street use.) Since we still have to pay full OR taxes, you should use 100% of our tax money to fund the bridge and then never tax us again. Thank you.
866600182	I used to live where there was toll bridges. They are not worth it. It ends up being a permanent tax.
866584219	Today (9/17/09) was a good example of the need for MORE crossings, a BETTER crossing, & SEPARATE transit crossing: 3rd wheel tipped @ 3>2 lane choke point Portland side, backed EVERYBODY up to Orchards or worse. Late to work!
866557722	No tolls for Vancouver - Portland residents
866537917	They raised the gas tax in all of Washington to pay for Seattle's bridges (no tolls). I shop on Hayden Island. I'll quit. I work for the State of Oregon part time by Lloyd Center. I'll find a different job in Washington or use I-205 increasing time, money and back up I-84 worse! The people need to unite against you people!!!
866518962	it is our fed and state taxes already ,STOP STOP taking my few dollars i have.
866517320	Leave it alone... I as well as other people are in poverty level and it's hard enough for us to find money for the dang bus... I think that it's dumb to toll a bridge. That's what our taxes are for as I stated above. I really think it's a dumb idea. A REALLY DUMB idea.
866498227	It's a federal Interstate highway which local users should not have to pay for. Interstate highways are not tolled. PERIOD.
866495883	I know it will cost more, but the larger bridge makes a lot more sense to me. I'd hate to have to pay for a bridge that's soon too small.
866485169	I believe that the current law prohibits tolling the I-205 bridge. I do not support tolling the I-205 bridge or changes to this law.
866467681	If there is a toll for I5 I will stop shopping at Janzen Beach and shop in WA instead - plus take I205 if no toll there
866466057	I think the boats that cause the bridge to be raised should also be tolled! But that bicyclists and public transit riders should not be. (ie. transit ticket costs across bridge should not rise to include toll costs, on Gray Hound for example)
866464912	As a Washington state resident, The toll should be paid from my Good To Go account.

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866461797	We already pay more than enough in federal taxes and state taxes in both Washington & Oregon to replace the I-5 bridge. We are not agreeable to giving yet more money from tolls to lawmakers that can't handle existing revenue properly.
866447417	No tolls - period. Tolling is going to hurt the economy...it takes money away from the working class - those who are supposed to be stimulating the economy by increasing spending. It's just another hit on the working class - those of us who don't have a choice about our work schedules and commuting time.
866435163	In these economic times there needs to be more consideration of where money for this project should come. You are asking for increase in taxes to pay for inner city road repair and now you want us to pay more on top of that for bridges. If there has to be a toll then individuals traveling from Washington should have to pay as well. Also Toll payers should only have to pay to cross once. You pay when you first cross but not have to pay to return.
866431156	Overall I don't like tolls, but understsnd they are neccessaary in order o get a viable bridge option in place
866992303	let the bridge fall down and don't replace it!!!!!! I am in favor of removing the 205 bridge also
867055977	I already pay taxes for areas I don't need to be paying for. Like schools for instance
866417152	I oppose the Vancouver SUV bridge.
866414189	There were tolls when the original I5 bridge went up. I see no reason why there should not be tolls on this one.
866405343	I support 1 toll for paying for the new I-5 bridge. Thatis, 1 rate for any trip at any time. I would hope the toll would be ended when the cost of new bride has been collected.
866399339	It is a little difficult to say whether I would or would not support tolls on the I-5 bridge when I don't know the cost range. Will the toll be \$1/crossing? \$2? \$5? The higher the toll, the less likely I am to support it (of course). Additionally, if I can claim the tolls as a tax deduction from state and IRS, then I am more likely to support tolls.
866391031	Please expand the options for transit such as light rail. I would much rather take a train or bus to work each day than drive a car but at present time it is highly inconvient to do so. Please look at the rail options in Japan as a model. I have traveled from a suburb of Tokyo to a neighborhood in Kyoto with out the use of a car. Instead using subway, rail, and a 5 min walk on each end.
866377142	I will do anything it takes not to pay a toll. I will stop shopping and spending money in OR if that happens.
866374180	NO TOLLS PERIOD! THROUGH ALL OF THE VARIOUS TAXING AGENCIES, I ALREADY PAY THE COMPLETE COST OF THE BRIDGE. A TOLL WOULD BE LIKE BUYING A CAKE AND THEN BEING CHARGED A FEE PER SLICE TO EAT IT! WAKE UP AND SMELL THE VOTER BACKLASH AT THE SUBSEQUENT ELECTIONS!
866361900	If you create a toll, I will quit my job in Oregon and find work in Washington... I already lose 30% of my income to taxes, not to mention property tax and sales tax... I will be damned if I am going to pay anymore!
866361571	While tolling will be good, you are going to lose a large market of tolling to the mass transit plans for the river, causing you to even further increase the tolls. Make sure this is part of your calculations
866360841	Building a new bridge is not going to help anything when there will still be congestion (3 lanes)southbound at Delta Park.
866357490	A new and/or improved bridge is DEFINITELY needed - I've lived in the Portland area for around 30+ years.
866352822	1. I really don't want Big Brother keeping track of when I cross the bridge. 2. The Portland metropolitan area includes Vancouver. Tolling that separates one part of the metropolitan area from another seems inappropriate.

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866352485	I think with continued growth in this area, and rising fuel costs anything that expands public transportation... such as adding a light rail line to I-5 bridge is crucial to future transportation.
866329951	roads are one of the highest priorities of government. pay for the bridge by cutting all the wasteful spending, such as the light rail boondoggle that has not relieved traffic congestion one iota. take the \$30 per ride subsidy of that towards the cost of the bridge. also cut the other stupid progressive waste programs
866302383	If you add a toll to the bridge, I will go to I-205. If you add a toll to I-205 also- I will move to another state and find another job. I can't support tolls because they never go away- even after the project is long since paid for... it is just another tax. Don't do it.
866287802	Interstate traffic is the issue here, not workers commuting from Clark County to Portland. When I-5 is closed in Chehalis/Centrailia due to flooding in the winter, the Portland/Vancouver commute is so much better! I would like this to be addressed in the solution. I-5 general commerce is the bigger issue. Have them pay more of the toll.
866286096	I think tolling charge is ridiculous. We already pay enough in taxes as it is. Its obvious State governments can not adequately budget their money and want to increase taxes, etc. I am completely against the idea of a toll charge on either bridge.
866284580	Commuters to Oregon already feel ripped off by having to pay taxes that go into some big black hole over there in Oregon. It sure would be nice to get something back for those taxes, instead of having to pay even more.
866282774	The sooner the better
866279268	Find a way to do it without tolls or don't do it.
866268933	Tolls might lower the amount of shoppers from Washington.
866248165	I can barely keep my head above water financially. I live in Washington - work in Oregon. Tolls mean I have to cut back somewhere else - food, medicine, etc. Why don't you raise taxes for all Washington and Oregonians regardless of whether they travel across the bridges. Why are people who use the bridges dailly being targeted to foot the bill?
866203119	If you come from out of town, you can not plan a time when tolls are cheaper
866194794	What assurance is there that tolling would stop when the bridge is paid for.
866176423	I think that if the monies (taxes etc) that are taken by the local government were spend properly then no toll would be needed at all. We pay taxes for a reason and for this very reason, if more money is needed then more money should be saved in preparation for the expense instead of continuing to spend and charging the community more because of poor financial planning AND accountability. I do understand small increases in other areas such as a conglomeration of monies from tickets, car registrations, etc... What ever happened to good old fashion fund raising? Get businesses and the community in on it. Portland/Vancouver like to stay fit, put on a Bridge run to raise money and ask for volunteers. I also feel this survey is unfair. You are made to choose an option that doesn't apply to your feelings. For example, number 11 asks you to choose an option that includes supporting a toll when I don't support a toll at all.
866158778	My parents live in Gig Harbor and use the Tacoma Narrows bridge but are retired so not on a daily basis. They think the new bridge has improved their quality of life, and we have no problem paying it to go visit. I think that would be the same for the I-5 bridge for those of us that don't commute every day. For those that do, if the bridge gave them less congestion and more time with their family they might never like the toll, but will enjoy the additional time not wasted sitting in traffic, it gives back to their life.
866135966	if we can upgrade routes around Seattle without tolling why would you consider tolling people in Vancouver?

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866135345	Tolling should be charged only to large trucks, and through traffic from residents outside Portland and Vancouver. Trucks cause most of the road damage. Increased tolling to trucks would encourage goods being moved by rail. I do travel by bicycle across the bridge. If a new bridge is build the ped/bicycle lane should be on the SAME level as vehicle traffic for us to feel safe.
866134617	Tolling would require booths of some sort since not every driver crossing the bridge(s) will be local and have an electronic devise allowing them to cross at highway speeds. Congestion at toll booths, even the most successful and streamline in the Northeast, is still a problem at peak hours. I know because I lived there, only having lived in the Pacific NW for 4 years. TO make tolling successful, widening needs to occur at the tolling junction to make way for several lanes of booths.
866130553	The problem with a toll, is that it's a money tap that without a time limit, creates an unending source of cash. Such a funding plan--because there is no limit--lessons the accountability required to contain costs. It's happened time and time again in these kinds of projects across the country and the outcome is almost always the same--construction cost overruns = longer tolling period. Also, you will have hate mail like never before if you toll I-205 to pay for I-5. With that logic, you might as well toll I-84, I-405, and everywhere else. Think of just how small the toll would be! Ridiculous. Just because I-205 is another bridge doesn't make it any more worthy of a toll than anywhere else. It just sucker-punches everyone that lives in WA and works in OR.
866124200	I strongly support tolling BOTH I-5 and I-205 bridges. I live near Sandy Blvd and estimate aprox. 6-10% of vehicles during commuting times are WA residents using this surface street as transport thoroughfare(you need to study this!). Only tolling I-5 will make a mess of I-205 and Sandy will become an overly conjested surface st and have negative affect on my neighborhood's quality.
866106656	I am offended that this has become a political issue to garner votes for public office rather than an issue that deserves honest debate
866100022	I think it is great that those that use the bridges frequently should assist in paying for it
866092338	I have spent a lot of time in Massachusets and I do not beleive tolling is needed, efficent.. Taxes are high enough. Govt should be able to fund infrastructure with taxes. Its called budgeting!
866090849	Just build the damn thing and quit pussyfooting around.
866081317	money for baseball-money for bridge
866073371	I think that tolling these bridges is wrong!! I do not support it at any level. If this is an issue to be voted upon, I will vote against this initiative.
866068486	I am for tolling of some sort - otherwise we will never get relief from the bridge congestion we now experience.
866062660	Don't toll at all.
866060932	I hate tolls on highways. Maybe on the east coast people are used to it but once a toll is on it is on FOREVER. If you could make it after 5 years there ABSOLUTELY WAS NO TOLL on the bridge I would pay for a while but NOT FOR THE REST OF MY LIFE. Play fair and support will come your way.
866034077	Absolutely get more federal funding for this very important project. Don't let the primary funding burden fall upon the states of Washington and Oregon. This is a United States regionally significant and even internationally significant transportation corridor.
866033394	I would prefer to see better rail and light rail over the Columbia rather than encouraging more traffic and sprawl with a new highway bridge.
866028292	NO

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866022309	Build the bridge without tolls for cars & trucks without lightrail, bike paths, HOV lanes!!!! The Glen Jackson was built without tolls, so should this!!!!
866010569	The feds should be pressured to step up more as this is a federal facility and high on their priority list and it taxes local residence for a interstate problem.
866007149	When our local government spends current tax dollars in a more responsible manner then maybe the public would be more receptive of this type of expense. I know several people that are forced to commute back and forth daily because of their work. None of them are in favor of your toll bridge
866002765	While I don't like the idea of tolling the I-205 crossing, it probably makes sense to do so. I assume that not tolling the 205 crossing would increase traffic there because drivers would take that route to avoid the toll.
865995114	I think this initiative stinks! The people that live in Vancouver and work in Portland are continually penalized. First we have to deal with a stinking carpool that isn't effective at all and causes more congestion then ever and now you want to toll us! You all should be put in jail! Your nothing but a bunch of crooks!
865992786	Scrap it and find a way for everyone in both states to have a small burden, rather than a large one for just a few.
865984465	Let's move forward quickly with a toll based solution to create more predictable travel time.
865976999	Don't add a toll until the new bridge is complete.
865972971	Stop trying to do it all at once, break the project into smaller pieces and do them over time as money permits. Look into a third and fourth bridge option.
865926146	Much more communication on the side of the positives of tolling to counter the negative campaign.
865919343	All means of travel across the bridge should pay a fee.This would be fair too all.
865918503	This bridge links the entire West Coast. I drive 14mi each way and my twice daily commute would inordinately bear the brunt of the bridge toll. The only way I would support tolls on the bridge if there were a substancially lower toll assesed on local commuter traffic. Or perhaps I should just move to Portland?
865889104	I THINK WE NEED A BRIDGE MUCH FARTHER EAST CAMAS/WASHOUGAL AREA MABYE AT 192ND THIS WOULD CLEAR UP TRAFFIC NOT JUST ON THE I-5 BRIDGE BUT 205 BRIDGE, HWY 14, AND I-84. THIS OPTION TO ME SEEMS LIKE A NO BRAINER BUT ITS NEVER TALKED ABOUT. I DONT CARE HOW MANY LANES YOU MAKE THE I-5 BRIDGE ONCE YOU GET OFF THE BRIDGE THE I-5 CORRIDOR STAYS THE SAME SIZE UNLESS YOUR GOING TO WIDEN THAT TO SO YOU WILL JUST ADD MORE CARS TO THE CONGESTION ONCE THEY GET OFF THE BRIDGE.
865811685	what is the projected tolls, and will there be posted in the papers what the times and rates will be?
865782767	What's the point in surveying us when you'll just do what you want anyways, regardless of what the public wants?
865764430	Adding a toll for a bridge is ludicrous. Make the bridge a simple bridge. It seems the planning people forget that the bridge is part of an INTERSTATE freeway system and serves the nation not just Vancouver and portland.
865756878	Those that use the bridges should be those that pay for it.
865753628	The tolls needs to be both north and south bound, not just south bound, on both bridges.
865746699	people who live on Hayden Island should not have to pay to go to Vancouver.

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865744096	I HAVE TO DRIVE ACROSS THE I205 DAILY FOR WORK AND SOMETIMES 3 TO 4 TIMES DAILY FOR WORK AND MEETINGS--PAYING A TOLL FOR A MANDATORY 2 HOURS MONRING MEETING THEN COMING BACK FOR A MANDATORY AFTERNOON MEETING THEN WORKING MY NIGHT SHIFT FOR THE CITY WOULD RESULT IN LARGE TOLLS/FEES IN ORDER TO HONOR MY WORK REQUIREMENTS. THE I5 BRIDGE WAS ALREADY PAID FOR BY TOLS AND THE GLEN JACKSON BY TAXES,. SO THE IDEA OF PAYING MORE TO USE WHAT I'VE ALREADY PAID FOR AND WHAT IS REQUIRED BY MY EMPLOYEMENT IS RIDICULOUS. AS FOR MY DR APPTS WHICH TAKE ME ACROSS THE I5, I WILL CHANGE TO A VANCOUVER DOCTOR AND NOT COME TO OREGON AT ALL EXCEPT FOR WORK. MY HUSBAND HAS TO USE THE I5 BRIDGE DAILY FOR HIS WORK ON SWAN ISLAND. SO WE WOULD BE PAYING 2 TOLLS. TAKING MASS TRANSIT TO MY JOB AT NIGHT AND HIS WHICH STARTS AT 0500 IS OUT OF THE QUESTION
865715988	If the bridges are tolled I won't cross them
865704964	NO MORE TAXES
865704653	Build a bridge from Camas at 192nd to Gresham. It would cut down on traffic all together.
865703636	If a third bridge was put in from 192nd off HWY 14 to Gresham the people could use that as well instead of I205, and I5 they may take hwy 14 to that bridge to cross over to get to there job in Gresham instead of I5 or I205. If they started to put a toll it it would make me want to find a job in Washington and forgo that all together.
865671946	We shouldnt have to pay tolls to drive on state highways...taxes should cover this
865669194	Again, I completely oppose tolling as I already do everything possible to reduce my trips across the bridges and when I do travel I avoid the most congested times of day as much as possible.
865659291	take the money you steal from washington residents via taxation without representation
865650736	You have known for years this project was due. You should have budgeted for it.
865647582	Allow Employers to provide a monthly option pass at a lower rate that daily.
865645704	This survey really implies that a toll is inevitable. Where is the question on whether or not there should be a toll at all? Although I believe many of the questions asked here are pertinent, I am disappointed in the overall approach to this survey!
865640857	Tolls should not be used. Pay for the bridge using local, state and federal funds.
865628280	NO MORE TAXES!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!
865620559	why do we need to have tolling system at all light rail would be good for clark county
865615024	I can't understand why, when the government is spending its brains out, Patty Murry who is well positioned in transportation cannot seem to raise 75% of funds from the feds. Isn't it close enough to "shovel ready" to qualify for stimulus funds? Her excuses are barely audible and lame. Maybe we need to invest in upgrading our Senator if she is unable to lead when given a perfect opportunity. Hold her accountable! And where is Wyden? This is an interstate highway and prime commerce corridor, and should not have tolls at all. Questions 8 and 9 are poorly worded and the results will likely be misinterpreted as "support" instead of a slightly improved degree of tolerance.
865600366	i will not support a project of less than 10 lanes.
865593723	Keep up the good work!
865592907	Please consider extending light rail into Vancouver across the 205 bridge as well.
865604069	Just do it!
866321307	Thank you.
865582506	Build it yesterday.
865581763	Tolling the bridge would further isolate Clark County and Portland, 2 communities that are already isolated by the barrier of the river
865578389	Based on what I hear, tolling is a necessity for the new CRC bridge to move forward, and I support it.

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865576549	The I5 bridge is a heavily travelled freeway that is used by people outside the Portland/ Vancouver area. I would be more supportive of tolling the 205 which I suspect has more local users.
865573832	For people who have to travel over the bridge everyday for their commute- could they have a lower rate - for example people who LIVE on Grand Island, NY pay a lower rate than people who go there for recreation. That seems fair b/c their livley hood depends on it. Also, If the toll becomes too heavy a finacial burned on people and they avoid it by taking other, longer routes- this will increase pollution and congestion on other routes, thus defeating part of the purpose.
865569370	Have you considered extending the plans to Salmon Creek or the Vancouver Mall.
865569370	Tolling an Interstate bridge can not be the answer.
865554945	I really want to see the MAX come over to vancouver! I think that if this does not happen in the plans that a new bridge is a waste of money.
865553398	Yes, tolling not being an option at all. Rather than blowing taxes on rediculous projects, conserve. Fight to not use taxes to bail companies out and use it for our needs as a whole. Political disaster... know it isn't your fault, just saying.
865547319	I'll simply not go to oregon very often. A good number of folks who don't make alot of money have to use 1-5 to get back and forth to work. Its not like they can take surface streets to get across the bridge. If you must toll, then toll where people have the option to take a realistic alternate route. Not the only means for getting across the river.
865541804	I really hope bicyclists are considered during the planning of this project. Bicyclists help conserve natural resources, lower the cost of healthcare by being healthy, and don't pollute the earth with fumes.
865537728	I only support Tolling if the Toll is removed once the bridge is paid for.
865526165	IF IT IS ELECTRONICALLY CONTROLLED I WOULD LIKE NO OR VERY LITTLE PERSONAL INFO CONNECTED TO THE ELECTRONIC EXCHANGE.
865497587	just say no to tolling, times are tough enough already for one income households
865490738	Pehaps industry should be called on to support the bulilding of a new bridge. I have seen the traffic become jammed up in Portland OR because of the bottle neck going down to two lanes. It will not make any difference how new a brgige is or how big it is if it narrows in Oregon to 2 lanes. Perhaps Oregon should do something about the fact that the road narrows to two lanes backing up traffic. That would be less costly. Also, a toll bridge could back up traffic and result in emergency vehicles becoming stuck in a traffic jamm. When having no available beds, hospitals seek bed accomodations for patients that involve patients being taken across the brige to other hospitals. An ill patient can not be tired up in traffic caused by a toll.
865480799	Would like to see the tolling removed like happened with the current Interstate Bridge when it was paid for
865475650	Several of us who commute daily using mass transit would like to know how the toll will affect our bus pass rate ?
865472355	Although it isn't preferrable I understand the need to toll the I-5 bridge however I would IRATE if both the I-5 and I-205 bridges were tolled leaving me no option of a toll free commute to work.
865468295	Oregon already taxes my income. That's enough.
865456445	No light rail!
865456445	tHE TOL SHOULD BE AS LOW AS VIABLE SO COMMUTERS FOR WORK ARE NOT BURDENED SO MUCH THEY CAN'T AFFORD TO WORK ACCROSS THE BRIDGE.
865424793	Since I rarely cross the bridge my biggest problem with tolls is the electronic tollbooth only option as I won't know how to get a pass quickly(that day) for the toll and what if I forget to get a pass? how does that work.
865419052	You guys are ramming this thing down our throats and the people don't want it. You are going to do what you want no matter what the voters tell you.

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865418684	No Tolls - we pay enough Oregon tax and don't even live there. We travel to Oregon because of Job availability. We pay WA taxes, school taxes etc as well as paying Oregon incoming tax but we get no benefits, no special rates or anything. The last thing we need is to pay more.
865415417	No tolls on public transport will encourage bus, light rail etc.
865410307	I lived in area where a bridge toll was paid but it was a set rate no matter time, day or weekend travel I think it gets to complicated to have variable tolling. There was a set rate of \$1.50 per vehicle I believe and then it was finally paid for and the toll ended this was in Astoria for the Megler Bridge to Washington before that we rode the Ferry system over to the Washington side.
865408505	I oppose expansion of the bridge and feel the money required to do so could be better used to provide transport options more condusive to a post peak oil economy.
865407630	The money to maintain the bridge has to come from somewhere so it might as well come the people that use the bridge.
865394449	I take the bus to work (over the I-205 bridge) and would not be happy to see fares increase on the bus to cover the cost of a toll. It seems that transit users should get a break here.
865374377	TOLLING DOESN'T AFFECT THOSE FROM OUT OF TOWN. IS A WORKING TAX
865369408	I am in favor of the pay-as-you-go system for paying for bridges. Frequent bridge crossers would pay more but that would reflect their contribution to wear and tear.
865361822	Let's get on with it. To much time and money being spent trying to pacify everyone.
865358888	I already pay 9% of my salary to the state of Oregon. Now you want to toll me?? I think this is how the Boston Tea Party started.
865352753	Get rid of the hov lane on I5
865352452	Toll the crap out of people travelling from WA to OR at all hours of the day (using Jantzen Beach as their own private Tijuana for cheaper goods) and have no (or reduced) toll from OR to WA
865349835	My concern is that if you toll the I-5 bridge only, more people will shift to the 205 and it will become as bad as the I-5 is now. My own commute is already on the 205 for the most part, and is opposite the traffic (commute to Vancouver from Portland for work), so I also question if tolls will only be one way/high traffic directions (to Portland in mornings and to Vancouver in evenings?) or always one or both directions?
865334786	I am all for Tolling both bridges. Everyone that I know living in Vancouver does so because property is more affordable. It is a choice they make. And they still choose to work in Oregon. Toll both bridges and distribute some of the cost of the bridges and freeways to those driving over them. It just makes sense.
865333688	If only I-5 has a toll, too much traffic will transfer to I-205. Having a toll on both bridges will help keep 205 less congested.
865327176	This is a joke, the bridge we have now is fine.
865323201	No Tolls PERIOD, No light rail to Vancouver. Keep your public boondoggle in Portland where it belongs. My personal opinion of the city of Portland, the State of Oregon and their governments are they SUCK. When, and if you can come up with an equitabls tax system that funds your public schools then and only then can you begin to think about telling other governments haw to best run things. Until then, keep your antiquated views to yourselves and SHUT THE HELL UP!!!! Is THAT clear enough????

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865321057	Tolling is the wrong way to go with this. I use my car during the day for business so I have no way around carpooling, taking tranist etc. You are basically giving me a pay decrease in times that are tough, where my wife has not worked for 1 1/2 years and it will take me years to make up for what I've lost recently in income etc. I will vote against any politician that supports this etc. I think that since I pay Oregon income tax without repesentation that you need to have all Oregonians that work in Washington pay a fee for road use. That would help pay for the new bridge!!!
865317343	To my understanding, several lanes would be dedicated to lightrail and bike/pedestrian traffic. I think having more lanes for car traffic would better serve the public. Lightrail is used by a very small percentage of the population and while in theory carpool and lightrail seem like good options the reality is that not many people utilize them and the congestion will remain. Carpool lanes have been tried in Vancouver and failed because they were not used and just resulted in more congestion in the remaining lanes. The carpool lanes in Portland create a lot of congestion in the remaining lanes also. It would be better to just get more lanes going across the river!
865307529	WHAT IS BEING DONE WITH THE GAS TAX MONEY? HOW ABOUT WITH THE MONEY I PAY IN OREGON TAX. TO BE EXACT, ABOUT \$4500 EVERY YEAR. I GET NOTHING FOR THAT MONEY. IS THAAAAAAT NOT ENOUGH?????????????????WHY WOULD A BRIDGE BE TORN OUT TO BUILD ANOTHER TO BE ABOUT THE SAME SIZE, EXCEPT OF COURSE WITH ENOUGH ROOM TO HAVE A CHOOCHOO TRAIN ON IT SO THE BUMS CAN COME TO VANCOUVER. I UNDERSTAND THAT THERE IS A LOT OF INTERCHANGE WORK TO BE DONE ON THE OREGON SIDE. WHY SHOULD I PAY FOR IMPROVEMENTS ON THE OREGONE SIDE. DID OREGON CONTRIBUTE TO ANY IMPROVEMENTS THAT WAS DONE ON THE WASHINGTON SIDE A FEW YEARS AGO? IT'S KIND OF HARD TO BE A LADDER AND A BUNCH OF TOOLS ON THE CHOOCHOO TRAIN. ONE MORE COMMENT....NO TOLLS...NO TOLLS.....NO TOLLS...NO TOLLS.....NO TOLLS....NO TOLLS....HOPE YOU GET THE IDEA. THANKS FOR YOUR TIME.
865299084	TOLLING IS AN EAST COAST IDEA. PLEASE DONT. IF WE NEED MORE STREETS GIVE US MORE WE PAY ENOUGH IN TAX ALREADY
865295045	Not at all in favor of Tolling!
865285956	Seattle has a system of concrete dividers that can be moved to accomodate higher traffic volumes during peak travel times. This would alleviate some of the congestion now, assist with congestion during construction, and be available as needed for the future. Why can't we do this? Also, there should be a fine for river traffic that holds up traffic at peak hours. The only 2 Level 1 Trauma Centers for the Portland Metro Area are on the West side of town, and transit times from WA are lengthened, even with life-threatening emergencies. Lifeflight is often grounded due to imclement weather. This needs to be addressed.
865281659	You get enough Tax money from us as it is along with money from the Feds. NO TOLLS!
865276157	Quit the unfare taxing of Washington residents. We already pay our fair share to Oregon. If we were taxed proportionately to the benefits received, we would be more willing to support the bridge.....
865271003	Tolling either one or bolth of these bridges is rediculous. Will the individuals proposing these tolls be taking the bridge EVERYDAY for work also? This is an Interstate Highway!!!!
865269456	Use tolls to pay for the bridge construction and maintenance not to generate funds for other projects and interests. I would consider moving into Portland if the toll costs become high and or congestion increases. Tolling both ways would be appropriate. Since tolling southbound seems to target Vancouver residents. Tolling could impact the number of people living in Vancouver which would affect property tax revenue and sales tax revenue. Some things to consider. Thanks for the opportunity to provide input.

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865268759	Tolling seems to be the smart and prudent way of paying for this project-but the toll should not be so high that the tolling costs to the population still provides access to things like the airport and other things like medical care
865256997	fuel , excise taxes and licensing fees are expensive enough . with less government we could build bridges all day long with the money saved in both states.
865254629	No Toll. I205 is paid for- Charging tolls on I205 is like paying twice for the same bridge!!
865239553	Consider tolls during construction at a percentage (50%) of the toll after construction. Also, consider tolls on I-205 at a % (75%) of tolls on I-5, since I-5 gets the new bridge; this could make tolls on I-205 more acceptable. Toll during construction will spread out congestion sooner, and reduce the debt faster, test the procedures, and get people used to tolling gradually. - Ken Becker, Transportation Chairman, Lincoln Neighborhood Association, Vancouver
865222574	THIS IS NOT OK DURING THE ECONOMY FALL!!!! People cannot afford this and I think it will hurt oregon more since alot of washington residents buy from stores over there!
865216913	I think the toll must include both I-5 and I-205 to prevent over use of the non-toll bridge. I would like to see a program through my employer that allows me to buy a monthly pass, at a discount much like what is available to OR employees through TriMet. Rather than a variable rate based on time of day, I would like to see one rate, with the exception of a round trip price for commutes to work.
865214257	Coming from NJ where many roads have tolls, I haven't understood why we haven't started this sooner. Make the people who use the roads help upkeep them.
865208517	One toll price 24/7. NO variable tolling!!!! And dont bring the I-205 bridge into it!! Start charging tolls in 2012. We really need a new bridge!
865207555	As long as the money is used wisely, I don't have too much on an issue with the tolls. I have seen some "city improvements" lately that have cost us a rediculous amount of money and seem to be completely useless. However, I know a lot of people who commute back and forth for work and they are NOT happy at all.
865204691	The proposed \$5 toll is way too high. charging \$1 to \$2 is much more affordable.
865196553	I don't know how other and myself will be able to afford any additional costs, given the current enomic status!
865180549	(I'm glad I work in Washington...my wife works in Oregon however)
865167805	Don't do the variable tolling. It is not fair to constantly make the working class always pay for everything. Why punish people for working? Everyone should pay the same no matter when they use the bridge.
865165426	Exempt passes for medical and law enforcement employees.
865162259	Don't toll!
865155603	Living in Oregon for the last 13 years, and northern california before that, tolling is a very new idea for me. I do not feel comfortable with it because I do not understand it fully. Also, I have no idea what the amount of the toll would be \$1? \$8? That makes a big difference to me. I know that we need to pay for some improvements, I am just not sure whether this is the answer.
865136255	In retrospect to this study I think that the old bridge and delays associated with the current system could and should remain. This in itself may deter folks from moving into areas that would require the hassel of the commute time delay. A seperate bridge could be built for a commuter train and pedestrials/bicyclists.

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865122302	If tolling is the only solution, tolling I-5 only is the only acceptable solution in my opinion. If persons try to move to I-205 to avoid the toll the increased congestion will self correct the problem, especially as the economy improves. Right now finances in most homes are tight at best and support for tolling in any shape would likely be lower at present but might improve as the economic conditions improve.
865120152	I am fed up with government and agencies associated with the government wanting more and more of my paycheck. I already pay the state of Oregon 11% of my income and now they want to charge me more money to come to work to contribute to the state revenue. Maybe if the state and federal governments were a little more responsible with their spending they wouldn't always have to take it from the hard working people of the states. No wonder the majority of americans are struggling to make it.
865109585	cheeseburger
865096047	You will not listen to us anyway!
865073655	For people, like my Elderly Grandparents, who don't come very often to visit me in Oregon, consider having a few free visitors passes that people can sign up for on-line so that they don't have to worry about getting an electronic toll pass filled with money just for an infrequent trip. Let the people who travel the highway the most cover the cost.
865053321	the toll should be targeted on those that require a new car centric bridge, that being the commuters that gridlock the bridge twice a day.
865045727	hope they consider bike lanes and peds and for it to be safe
865039320	DO NOT USE ANY KIND OF TOLL.
864999948	NO TOLLS PERIOD!!!!
864989302	If I could take a light rail from Salmon Creek (Vancouver) directly across the 405 bridge to Good Sam Hospital at 5pm and 6:30 am then I would probably never drive to portland at all. :)
864974060	As an Oregonian, I believe the money from the tolling should be handled by Washington state side. The majority of the travelers crossing the bridge are from Washington. Therefore, Washington should receive and be in charge of the funds and upkeep of the bridge. Oregon already takes state income taxes from the people who work in Oregon but live in Washington. However, they do not receive any representation from Oregon. How it works I'll never know because to me that is taxation without representation.
864962888	leave the old bridges as is and make a third bridge the toll, making it an express way. three bridges are better the two.
864956562	I dont mind paying a reasonable toll rate but it should be for both bridges and both ways. Also when the bridge is paid for the tolls should stop!!!! this isnt the eastern seaboard where every road is tolled.
864927678	I personally think that tolling to cross the bridge is ridiculous. For those who have to travel that road everyday for work would create a burden for many people. What about the money Obama allocated for projects and upgrades. Why can't some of the money come from that. I could see adding a licensing fee to those who live on both sides of the river.
864923092	In a time with new taxes everywhere I do NOT support tolling. I have paid for these bridges with the taxes I have paid, now you want me to pay for them again and again and again. It is a helpless feeling, my wages are not going up to pay for what I need and taxes and tolling adding up daily.
864922595	If you like tolls, move somewhere that already has them. We don't want them here.
864918857	interesting that you don't propose Free weekend crossings of the bridge.. in your question regarding 'paypass' or other electronic tolling (no booths) you imply that either one lane MUST have a tollbooth or those without the 'paypass' will have to use alternative routes.
864915922	NO
864915849	Reduce the total cost of the bridge!

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864915830	NO TOLLS!!
864912175	Perhaps find a way to reach other citizens beside internet surveys, to reach a broader population.
864905361	One thing that would really help smooth out the traffic on I-5 is to remove the Hayden Island traffic. That is a HUGE bottleneck with people trying to cross on and off in a VERY short distance. Another idea would be to extend I-205 around to the west side of town. This would have the added benefit of getting people off Hwy 26 and 217 as people from Vancouver and Wilsonville could take a direct route to Hillsboro rather than clogging up the existing routes. The bottom line is we need MORE alternates to cross that river. Two for a metro area of this size is not working!
864902060	we as truck drivers are taxed enough take it out of the millions of road tax dollars you take from us
864901814	My gender and age is irrelevant. Taxpayers all ready pay the taxes which will build the bridge at the Federal, State, and local levels. We pay high fuel and vehicle licensing taxes. It is past time those in government stop wasting our tax dollars so they are available for important projects like this which benefit all the people.
864899887	For those of us who do work nights and only use the bridge during non-peak hours, please make the toll VERY reasonable for us. Thank you!
864899648	I believe very strongly that the widening of the delta park bottleneck will help traffic more than anyone thinks. I am also sick of portlands ridiculous antiquated small freeway system. Most cities have 4 lanes of freeway. 3 lanes don't cut it. I-5 is an embarrassment even with the improvements. this freeway from the bridge to wilsonville should be 4 lanes and 1 lane for car pools like it is in cities that have their act together. portland is a joke. it is not a big city, it just happens to have 2 million people living here. I do not support a 12 lane bridge because the freeway goes to 2 lanes at the fremont bridge. again the widening of the delta park bottleneck will do more to improve traffic than anyone thinks. Great, no traffic back ups through Vancouver, just at the fremont bridge when they get the lanes done.
864896603	I think folks might be more supportive of tolls in Vancouver if they thought tax revenue in Vancouver may increase due to less folks shopping in Oregon and shopping at home. This was not a point raised in the CRC presentation on tolling. Also, it might raise support in Vancouver if there was the possibility of a tax credit for folks who work and pay income tax in Oregon but live in Washington. I am in support of the new bridge (and light rail), live in downtown Vancouver, but do not commute regularly to Portland. I'm concerned that folks in Vancouver are blindly rejecting tolling, or genuinely not seeing any kind of benefit to tolling. They also don't really get that tolling is going to happen if this bridge is going to be built. I plan on taking light rail or biking (if a good commuter bike lane is built) to Portland if this all happens as envisioned. Good luck.
864896472	Why should i pay for the toll when the money is already taken off of my pay check to oregon state tax. It's bad for us to survive in this tight economy with everything is so costly now a day.
864894702	Neither option for question 11 is supportable. 40 additional miles for a commute through Longview would be my preferable option.
864893511	If you toll I-5 early, much traffic will divert to I-205 unless the light-rail is ready to go eariler than the bridge project. Otherwise, could you guarantee a toll on I-5 AND I-205 would run for a set period of time than stop on I-205 once the light-rail was running? I might be inclined to entertain that idea.
864892618	Tolling is just another expense most people cannot afford, certainly living on the Island. Transportation Heavy duty vehicles damage the highways more than private vehicles and having just bought a house on Hayden Island, this will be a financial strain on people living on the island.

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864892380	NOT TO TOLL, IN THE FIRST PLACE.. INTERSTATE SHOULD HAVE FREE ACCESS TO AND FROM!. THAT's why we pay taxes.. not tolls..
864886448	Please set a target date for when tolls could possibly be eliminated. Once tolls start, they almost never stop, and tend to spread to other areas like a virus. In general tolls disproportionately are a tax on the lowest income people because it is a much greater percent of their income. Try to just raise taxes more on the richest.
864883888	No matter what tolling is not the way to provide for this campaign. Oregon already takes a huge chunk out of my paycheck each payday and each tax season that I feel supports enough this project.
864883733	It is about time that Washington residents pay for improvements to OR roads/bridges that they use on a daily basis! Yes for a Toll!
864881403	I was on the "Clark County High Capacity Transit Study Panel" 15-20 years ago; the ONLY things that have changed since then is the cost of a replacement structure & increased population. We should have replaced the existing I-5 bridge assembly 20 years ago, with at least a 12-lane structure; be well on the way of completing a third bridge/crossing at another point across the Columbia; and planning for a 4th crossing. How many bridges cross the Willamette in the Portland metro area? There should be at least as many that cross the Columbia River in this metro area. Yes, gasoline/oil will run out eventually, but the number one choice of transportation will continue to be the personal vehicle. What powers that vehicle will change, but not the need for the road infrastructure for those vehicles. The I-5 Corridor is too vital a link in our transportation system for the constant bickering/waffling/grandstanding/whatever to continue. As I said earlier, we were having these exact same arguments/discussions 20 years ago; given our transportation history in this region in the 37 years I have lived here, the cynic in me believes that nothing, absolutely nothing
864874948	Having lived in Washington and used the good to go tolling process I think that offering a variable toll is the way to go. Also at some point you would have to have toll booths, not everyone is willing to put electronic chips on their windshield to pay for crossing, example people who are traveling from Washington to California.
864867399	the fact that I do not use the bridge for commercial use does not negate the impact it will have. Commercial users will have to charge more to deliver their freight that will help drive business from Portland to other cheaper areas that don't charge a toll to enter or exit their cities.
864863294	Just build the new bridge. Let's get started.... I don't know what the concern is. Yes, it costs money. Let's pay for it and move on....
864860930	I am a doctor and because of schedule to see patient's and contact families, my schedule at work is unpredictable, making transit on the bus or with a carpool unrealistic. Why don't you build a good bike lane into downtown Portland and I will pedal to work. Leave the bridge alone and get rid of the carpool lane on I5 in the evening. I don't see car pool lanes on I 84, Or I5 south or on the Sunset. Is there something special about traffic into and out of Vancouver that you want to make more difficult than Oregon commuters?
864839192	consider tolling one direction. I would support the variable rate tolling if it reflected time and DIRECTION - ie AM rush hour increased toll only heading south bound & PM rush hour increased toll only heading north bound
864831036	One of the best things that happened to Clark County and the Portland area was when the toll was removed from the old I5 bridge. Reinstating the toll will have a devastating impact on the Clark County economy and housing values. People from Portland just won't go there. There is a lot of non-metro area traffic on I5. Electronic tolling only works for locals who have the gadget. Everyone else has to wait through a toll booth line, balling up the traffic.

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864822309	If the concern was to minimize congestion on I-5. Then only tolling the I-5 would be the obvious and only solution as that would be the only way to truly offer commuters a choice. This option would reduce congestion on both bridges as the commuter would be constantly faced with the decision to either pay the toll or to change travel times to less congested times to travel. Which would serve to satisfy all stated goals of the committee.
864812562	Being a Vancouver resident with significant health problems, on disability and having a limited income, the vast majority of my numerous medical appointments take place in Portland because that is where the majority of specialist and facilities I have to use (through my insurer) are. A toll to go into Portland would create a significant hardship in a situation I have no control over. Also: the statement made above in Question 6 that there will be no toll booths is virtually impossible to promise, given that it is a major interstate road carrying people from San Diego to Vancouver, BC, and not just used by local residents; these thousands of vehicles are NOT all going to have electronic capability to pay tolls; there will have to be SOME toll booths, surely.
864810165	there has to be a better way to reroute 1-5 traffic than spending billions. All the work done now at Victory Lane seems a waste of time and effort. No improvement on the bottleneck. I'd prefer the transition lanes as they have in Seattle, and thru lanes from Fremont Bridge to SR500. This way I can use my freeway in Oregon without congestion
864808631	Some questions (for example, no. 11) force an answer that is not reflective of my feelings. I am not in favor of any tolling, and it does not have that as a choice. Also, I am not clear how tolls can "be collected electronically as vehicles travel across the bridge at regular highway speeds." Thank you for your clarification on that.
864803997	If a toll is put on the bridge, I will no longer do any shopping in Vancouver!!!
864802668	build the bridge for durability and volume not to see how pretty and expensive we can make it. don't build it to be the first in the country to say look at us and what we built on the backs of the stupid tax payers in Oregon who cannot do anything about it.
864790831	Please do not make local people pay tolls as a tax for an Interstate bridge. Tolls will serve to divide our region and set Clark County and Washington psychologically at a distance from Oregon and Portland. This bridge and project is indeed worthwhile and important to our community. It is time to replace it. As we know part of the bridge is almost a hundred years old. But the bridge can wait until we can pay for it without tolls.
864790663	I vehemently oppose any tolling on any I-5 bridge.
864789147	I have no options with my hospital employment to carpool or use public transit. I have to be available to commute to anyone or more of the 5 hospitals during my shift. Some days I could have to pay tolls 4x's. Refunds for travel are difficult enough; unless you want to auto-bill Legacy Hospital Systems
864786265	I will lose my job if there is tolling.
864779575	I support bringing the MAX line over the bridge connecting Portland and Vancouver.
865355176	Get it done!!
864773381	We need this bridge. The main reason I don't use the I-5 bridge is that it is a complete nightmare. The last time I tried to cross it during the week, it took an hour from downtown Portland to downtown Vancouver. Build a new bridge and toll for it, please!
864769510	Stop sending our tax dollars all around the world helping every one but the people who are paying it. No tolls on Federal Highways. We already are taxed to death.
864768711	I live in Washington and pay Oregon taxes with no representation. I feel I'm already paying my share. If tolls are implemented then I believe Washingtonians should get a break.

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864768404	If you must go for a boothless toll, then there needs to be a non-penalty form of payment for those who refuse to install equipment or those who do not have access to the internet to pay without additional hassle. It isn't fair to fine citizens for this service that they are already paying for, especially tourists. I also feel that since Washington commuters are the PRIMARY users of the bridge, it would make more sense to charge a higher rate for commuters/ commuting time frames, and NOT offer any frequent traveler discounts as many locations on the east coast do.
864762207	I used to live near Lombard and am thrilled that changes are being made, that traffic is horrible and I usually avoid it if possible.
864759737	Item 11. Concerns about the management of funds collected prior to bridge construction. They should ONLY be dedicated to purpose collected.
864745797	With electronic Toll roads in other parts of the US, drivers are given an option to buy a Toll Pass and in some cases get a discount, would this be possible. One draw back for people who have a rented vehicle is that with an electronic toll the rental companies charge not only the toll but a very high fee to the renter of the vehicle and call it paperwork! This is done around the Denver airport!
864745302	If our tax dollars were used more wisely, tolling would not be required. What happened to the Wind Turbines idea to help Pay??
864740876	Considering the cost of fuel, and that I work for a state agency that cannot/will not give us a cost of living adjustment (historically don't get much of one), the additional cost of a toll would significantly negatively affect my household.
864737266	I think the focus for this project should be on increasing transit use. Especially since tax money from Portlanders is going towards this project. There is an opportunity to do something progressive and state-of-the-art, transportation wise here. It would be a shame to see this project replicate the same dying paradigm of single passengers in vehicles.
864736383	At least 5 times a week I take the I5 bridge and the 205 bridge. I would hate for both to have Toll Charges.
864735393	Press the fact that the Eastern Section of the US does this all the time and has specific lanes for those with the electronic ID on their cars. They go through faster... Sold by the month or year, I don't know. but, it does work faster! Thanks.
864732943	Some workers won't have a choice for changing the time of day or the day of the week that they travel over the Columbia River between Portland and Vancouver. Employers should also encourage more car-pooling. Idea: if there isn't a central place to join up commuters by destination rather than by employer for carpooling, then there should be. Question: if someone drives an employer's vehicle over the toll bridge then who pays the toll? Will there be monthly or yearly passes available, rather than daily tolls? If the scanning is electronic, how will the toll be paid -- a monthly bill mailed to the person the vehicle is registered to? What if my car is in the shop and I'm driving a rental? What if I loan my car to a family member or friend? Do you have FAQ's posted where these questions are already answered?
864732754	We need to get fed help or state help, tolls will place too much of a burden, or if you toll, then take away taxes elsewhere, we have too many taxes already
864730391	Tolls are each way? Don't WA commuters pay for roads & bridges (Transportation) in their OR income tax?
864729788	I don't want a toll on either of the bridges.
864729034	If knew toll would come off in a reasonable time would be more supportive
864721551	I think tolling needs to be combined with light rail over the bridge. If light rail was available in DT Vancouver I would not need to drive to Portland for work-related trips since most of my trips are to DT Portland. If light rail does not come across the bridge, then my transit ridership would not increase. I think we should start collecting NOW!

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864720990	I BELIEVE WORK ON THE BRIDGE FOR THE MAX SHOULD BE STARTED ASAP TO GIVE AN ALTERNATIVE TO THE BRIDGE WHILE THE I-5 BRIDGE IS CONSTRUCTED.
864717431	No tolls, even if it means no bridge replacement.
864715389	I thought our taxes paid for bridges, get a clue
864714779	We're still paying a toll for the bridge of the gods and that was supposed to be temporary!!!!!!
864713930	NO TOLLS PERIOD
864709283	No Toll
864708712	tolls will reduce my visits to Portland
864704905	I reject the premise of this questionnaire--namely that tolls are inevitable. You have not made any case to support this premise. This is like saying. "You're going to drown. Would you rather drown in 6" of water or 12" of water?" Next, who says the cost is \$3+B? People who would get construction contracts? Couldn't something be done that is a little less grandiose--especially in a time where employers and employees are under severe financial pressure. What is the purpose of the gasoline tax we pay at the pump if not to construct and maintain roads, highways, and bridges? How did previous generations of Oregonians and Washingtonians manage to build a dozen bridges across the Columbia that functioned without tolls? Next, tolls will never go down or be eliminated. And the tolls will be used as another source of revenue for projects totally unrelated to bridge construction and maintenance. This is inevitable. Finally, we all know that any fare plan will subsidize one or more groups over another group. Do you plan to charge bus passengers a toll? or bicycle riders? How about pedestrians? Doubtful. No, it will be the auto commuter who will
864703188	Tolling any bridges is completely unacceptable. The bridges are the only way to get across the river. Putting this perverbial gun to our heads is intolerable. I would rather pay higher taxes than pay for tolls for the only 2 accesses across the river. I strongly oppose bridge tolls. Furthermore, why isn't there more study on attaching MAX rail onto the 205 bridge?
864703125	Nope
864701461	I am against tolling on the bridges.
864693755	I often cross the bridge just to goto the airport to pick up guests so there should be a minimum validity for toll each way if at all charged on I-205 e.g. within 1 hour period one should not have to pay toll both ways or something like that or only 1 way toll should be charged.
864688083	i will oppose tolls no matter what and would avoid them no matter what.
864685706	Don't toll the bridges! A number of Gresham business people are watching this issue carefully, especially which legislators support what.
864685640	I dont mind paying a toll once the brige is built. I thank people should pay as they use the new bridge.
864684176	funding should come from our already high taxes we incur each yr.
864682313	It's the most equitable way...I believe we should move forward ASAP with the new bridge project.
864675512	I would be more likely to use the Max (not the bus) for my trips into Portland if the Max was extended into Vancouver. As it is now, I would still drive across the bridge to reach the max line or my destination in Portland.
864674430	If in fact a toll was implemented on both or one of the bridges I would no longer be coming to Oregon to work. I can find comparable work in my own state. I would also forgo shopping trips. Saving a few dollars on tax really isn't worth it to me.
864674371	Tolling for the I-5 bridge is inappropriate since the interstate Max line was turned down...that should have been done instead. Tolling one bridge will just make people take the other bridge and not fully finance the project no matter if it is collected now or later. We will probably avoid the whole situation and just bail on Washington all together and buy a house in Oregon...
864674124	tolling the 1-5 and 1-205 bridge will not help the congestion or imporving roads any
864668587	Disagree with tolls.

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864667881	this is a very biased survey designed to for the outcome you what
864663061	IF THERE IS A TOLL ON THE I5 BRIDGE I WILL TRAVEL THE I 205 BRIDGE... GIVE ME A BREAK WE PAY ENOUGH THERE IS NO WAY I WILL SUPPORT A TOLL.... YES I AM YELLING THIS MAKES ME MAD!!!!
864661089	I want someone to explain why this is going to cost as much as it does and we are not going to get any more through lanes.
864660287	If the purpose of the toll is to get money for the new bridge and improve the highway, making it variable doesn't make sense. If making it variable to reduce traffic on the I-5 bridge, then that would work. But it seems the point of the toll is to get funds for the new bridge so variable doesn't make sense.
864659871	I wish you would stop the idea of a toll at all. The freeways should be free. My taxes pay for these bridges (both state and federal) why do I have to pay more? When the bridge is paid for in 10 years, will the toll be dropped? NO! You will use the money once the bridge is paid for to fund other projects. Don't toll freeways.
864659309	The toll for both bridges should only be used to pay for the new bridge and ended when the bridge is paid for. Not one dime shall be taken and spent on any other projects or programs wheather for transportation or not. The money shall not be put into the states general fund and shall be put in a fund specifically for the bridge construction only. The government got it right when they built the Interstate Bridge. They only tolled until it was paid for and then they stopped. The potential for waste is clear when Oregon's track record shows that once something is taxed, it's never stopped. Enough is enough.
864655446	No one wants to pay tolls, we are already strapped trying to afford gas to get to work.
864654534	We cannot afford an additional expense added onto daily commute given todays economy and the price of gas
864652350	Its not fair to toll the bridge that most people have to take. There is really no choice for some of us for work in Vancouver. And its bad enough that even though I'm a Washington resident I still have to pay Oregon State Tax to work/drive in Oregon. I don't get all of my tax back and have been told that's because I use the roads in Oregon. Well, put that money to good use and fix the dang bridge with that.
864650628	I would drive to Longview on highway #30 to avoid Portland area tolls, causing additional traffic problems on that route.
864648839	Toll booths will be needed for people without tags and that will cause hold-ups. How about all North<>South through traffic? Won't that be forced onto I205?
864647200	Collecting money from those who use the bridge, specially the commuters, is wrong. Commuters are part of the economy of the region. Costs of the bridge should be paid by the all communities who benefit from it. This could include a subscription fee paid by trucking company etc.
864643152	Some questions are phrased to give a supportive answer to tolling. This is not fair.
864640924	1) I do NOT support tolling. I cross the bridge twice a day every work day during peak times for commuting between Beaverton and Camas. At \$2 to \$4 toll, that's an extra \$1000 to \$2000 per year additional commute expense! My options: Mass transit would double my one-way commute time from 45-55 minutes to 1 1/2 to 1 3/4 hours. Not a viable option. Change jobs, or move so as to not have to cross the river -- not an option. Carpool -- perhaps, but inconvenient. 2) The toll should ONLY be used to support the expenses of building and maintaining bridge. Therefore, tolls should be paid by ALL who use the bridge to cross. Yes, this means that mass transit users SHOULD PAY a toll for crossing, too, since a major portion of the expense will be to support mass transit.
864640897	Don't let the Mayor's office stall this or promote a picture bridge instead of a solid, lowest cost possible version to keep business moving.

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864640335	Lightrail on at least one of the bridges needs to be in place as soon as possible.
864638602	I travel to Washingto almost daily for varous reasons. If tolls are initiated, I will change my lifestyle and not travel to Washington, including vacation trips to Seattle in the future. I will go south to California.
864637746	Question 6 is not correct and is very misleading. Not everyone will have an electronic system to automatically pay tolls. There will be a need for hand collection of tolls causing traffic delays. Having a safe and reliable freeway system is the job of the federal government and everyone's burden. Collecting tolls requires overhead costs increasing the size of the government and wasting the money collected on a new government entity. We have enough government people now collecting all kinds of taxes that can be used to fix this bridge issue. Don't make things worse by trying to fix a federal government issue by going around the system.
864636659	NO TOLLING IS NECESSARY FIX YOUR CURRENT BUDGET!
864627761	The electronic toll deduction is not done at normal highway speed. I lived on the East coast for several years and am quite familiar with the Dulles Toll Road and the NJ Turnpike. With those transponders in the car, the vehicle has to slow down to at least 20-30 mph in order for the machine to read it. I can't believe you are trying to tell people that they can maintain highway speed with the electronic toll deduction - do some more research.
864623587	I live in the Bridgeton neighborhood and use Hayden Island for shopping. The toll should only cover crossing the Columbia into Washington not jumping on the bridge to go one exit to Hayden Island.
864613904	please consider a higher tolling rate for multiple axle vehicles. minimizing truck traffic during rush hour will most likely result in less congestion for everyone else.
864613819	Just that I know there are other ways to come up with money for new construction or improvements rather than penalizing people who need to go to work. I cannot afford the added expense of a toll and will do whatever it takes to avoid paying one.
864613563	Tolling is not a done deal as far as the community is concerned. This will be a career-ender for politicians supporting tolling.
864608031	NO TOLLS IN PDX
864607433	The convenience of paying the tolling electronically is very important. Generally I support tolling the bridge and expect it not to influence the normal traffic speed.
864605420	I already pay Oregon road improvement taxes. Paying tolls possibly 4 trips a day (I live in OR, work in Vancouver, with meetings in Portland) will add that much more to my expenses. Are there going to be frequent traveler rates?
864605411	Again as i mentioned earlier I used toll system in Colorado and found it to be very worthwhile and I did not change driving habits other than to go out of my way to use it as it reduced transit times from busy metro streets.
864601518	It would have been easier to answer question #11 if we had an idea of what the proposed tolls would be under both scenarios. If it is substantially lower over the long run, than I may be supportive of an earlier toll. But I would want to evaluate the numbers.
864598699	Create a design that moves traffic. 12 lanes is too, too many lanes. Take out all the frills that reflect the political beliefs of those who do not use the bridge. Be realistic -- how many people will actually walk the bridge or bike the bridge out of need to get across the river. And what would the toll on them be????
864591841	I'm enthusiastically in support of tolling as a transportation taxation method.
864589931	Have you considered removing the bridge?
864589175	NO TOLLS PERIOD!
864585944	I would like to see a consistent toll fee throughout the day/week.
864583937	Please have bike friendly options

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864580449	I have to commute from Gresham to Vancouver to earn a living and CAN NOT afford to pay a toll everyday!!!
864577175	I think Oregon and Washington citizens should support tolling as a way to improve/update our bridges to make them safer and more friendly to non-motorized vehicles. Without tolling, we will always be challenged to find necessary funding (example is Sellwood Bridge). We don't need to wait until a catastrophic bridge failure forces us to act.
864576408	Driver from other area must stop at Booth to pay. this will cause serious traffic jam.....
864575317	If either bridge is tolled, they probably both should be tolled to avoid extra congestion on the one that isn't tolled. I don't like the idea of tolls on either one but understand that it might be necessary to help cover the costs of the much needed new construction. Public transit, bicyclists, pedestrians and other types of bridge users should also pay tolls but at a lower rate for the bicyclists and pedestrians of course since they cause less wear and tear. They need to pay for the special lanes they will probably get.
864574873	I would strongly support variable tolling to include lower rates for "backwards commutes", ie- those who live in Portland and work in Vancouver. Higher toll for only southbound drivers in morning and higher toll northbound in afternoon.
864574598	Please don't build the bridge in the location being proposed. It is not needed and will NOT improve the traffic problem. If there is no bridge there will be no toll
864574255	The bridge(s) serve everyone in both states thru access, goods and services. Dont just tag the users, but everyone should share the cost. No one likes taxes, but this is a critical element and falls under the public domain. I do not trust that once the toll is in place, the state(s) will ever stop the toll collection. If it were only to pay for the bridge costs, and could be set for a finite time frame, then perhaps it could be an acceptable alternative. Is tolling already decided? Why havent we voted on this option? Your questions are structured so that tolling is a given conclusion. If you want public support, you have to be upfront and open on these matters. If you feel you have been open to the public, then why am I [and most others I know and work with] not given the chance to express our opinions? Please dont hide behind public meetings, most people cant attend and probably dont know about them. Where is the news media stories and voting via the internet? I am old, but even I know that the internet and computers are an excellent way to communicate
864573364	You always hit the working guy, why is that?
864571476	Tolling the I-205 bridge without a plan to expand lightrail across at that point (using the I-205 toll revenue for that project only) should not be considered as an option. I don't choose to avoid the I-5 bridge, that is just the way it works out, and I don't feel obligated to help pay for it.
864571094	I am against tolls, period.
864568048	You have to agree, the extreme majority of the tolling cost would be left up to Washington residents commuting to (and from?) work each day. Both Washington AND Oregon residents use these bridges. Why are Washington residents paying for the majority of the bridge? Why are Washington residents paying for this in addition to the Oregon state taxes we already provide? Perhaps there could be agreement that when tolling begins, Washington residents are given Oregon state tax breaks.
864567762	Tolls are just another form of taxation!! which is always the answer to every problem that comes up. Tax people more so politicians get out of doing their jobs, which is to manage the check book. Which means no money, no spending but they never do that they always spend willy nilly like there's no tomorrow. In this case it's a new bridge, so tax the people to use it.
864560841	NO TOLL.
864555763	I will not support any tolls on bridges and will stop all my excursions into Washington as I live in Oregon. I can do this because my work in Washington is only overtime not my regular job and I will just get another job in Oregon.

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864548413	You should be putting a bridge from Camas to Gresham instead.
864534316	With unemployment at 12.4% in Oregon and not far behind in Washington, this is not a good time to be advocating for higher taxes on people who are still working. A toll is a tax. We are being bombarded daily with news of yet another project or idea (at both federal and state levels) that we're expected to pay for. It seems a little odd that we can supposedly afford this new bridge and light rail, but can't afford to patch city streets with asphalt. A little like saying I can't afford new tires for an existing car but decide to buy a brand new Mercedes. Completely illogical.
864527912	I think adding a toll is just a more expensive way to tax. If we need to pay for this then there should be a tax with minimal overhead. I also think a toll will hurt the economies of both Clark County and Portland.
864525621	Get it going!!!
864520083	I can't wait until something is done. I dread going to Portland as I can't stand the I5 traffic jams!!
864519696	I live in Washington and already pay Oregon income tax, I want THAT money to cover my share of the new (unwanted) I-5 bridge.
864516453	I'd rather not have a bridge at all if it means MAX in Clark County. Leave Metro south of the border. Also with as much as I pay in Oregon income tax, with absolutely NO benefit to me, I consider my toll already paid! Under this current plan..... forget about it!
864516311	Tolls should be much higher for persons driving thru who do not live in WA or OR. If you have the rate you are talking about people are more likely to commit.
864514357	Opposed to tolling in general principle, since taxes pay for bridges and not everyone could afford tolls. People that have larger incomes will be freer to travel and less concerned with commuting.
864511235	I am concerned that tolls on I-5 will increase surface traffic from the I-5 corridor over to the I-205 corridor and that this will increase traffic and travel times in adjoining neighborhoods.
864510325	no tolls period
864506681	I work for BPA in Vancouver (Ross Complex). I would use mass transit much more frequently, but bus service to this BPA campus from Portland is very poor (extremely slow, bad route). I am also very supportive of seriously expanding MAX service to Vancouver and am VERY UNSupportive of substantially increasing traffic capacity on either the I-5 or I-205 bridges.
864506327	I am against variable rate tolling and any regular tolling. The majority of commutes over the bridges are people travelling to and from work. Most employers do not have flexible hours, so you would be punishing people for working. Also, those of us who also drive our kids to school are locked into commute times that coincide with school start and end times. The only people who will benefit are people who shop which are a very small number. I have spent time in the Chicago area travelling for vacation. Years ago I purchased an I-Pass which I bring on all my trips. In order to encourage the use of the I-Pass, IDOT has made tolls twice as expensive if you have to use a toll booth. Tolls are around 50 cents. There is no variable rate for time of day travel. There is also no way that you can eliminate toll booths if tolling is going to happen. Not everyone who crosses the bridges will have an electronic tag. How much will the toll be? How much will I be punished for crossing the bridge in order to work? I used to work in Portland, but my employer moved us to
864505858	I am not sure that tolling I-5 would necessarily increase the traffic on I-205 since that would mean people taking a detour and increased gas costs so a scientific study should be done to ascertain the benefits of tolling I-205. Moreover, there are toll/non-toll routes in many cities and such an option should exist as well.
864500992	Would I pay tolls both ways? How about a free return toll. If you can hit my bank account by reading my vehicle, you can easily give me a free return. I would support one-way toll on both Oregon and Washington travelers. In any event, I think the toll will have to be fairly low.

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864500163	no tolls
864497095	no toll
864495501	Encourage mass transit
864494612	I have paid enough in taxes already for a new bridge. I will be more inclined to move to an area that manages its tax money more effeciently if tolls to use the bridge are implemented.
864487459	no
864484368	Tolling is not the solution. To think computerized/automated billing is going to be problem free of glitches or the collection of those fees be successful is a stretch.
864481745	IF YOU PUT A TOLL ON EITHER BRIDGE, YOU WILL NEVER TAKE IT AWAY SO FUND THE BRIDGES THRU EXISTING REVENUE, THERE'S TOO MANY TAXES ALREADY.
864481188	Tolling will not make the traffic situation any better so I think they need to just figure out a way to build the new bridge or some other means of keeping the flow of traffic running smoother. When I get off work I dread to head back to vancouver because it takes me 1 hour to just go 10 miles to my home. Its just going to get worse i think
864480942	should have been a toll years ago !!
864480436	People are already having a hard time making ends meet. Adding a toll of 2.00 there and back would cost the average person 20.00 a week. That's a lot of money.
864480241	LET'S GET THE BRIDGE BUILT! You are are having to many studies wasting time and money.
864472631	I will not support toll or MAX on the new bridge
864471940	Less funding for bike riders. I'am all for riding your bike to work, less congestion better for the environment. If bike riders today did'nt try to take conrol of the road and be more cautious they would'nt loose thier lives. So much has been extended to them, they ride as if you better watch me I'm on a bike. I cannot believe they risk there lives because they think drivers better watch for me bike lane or not. Cut that funding and maybe we would'nt have to have tolls
864471285	Just construct a bridge that has sufficient lanes to handle the population growth over the next 20 years.
864468547	If you are going to toll, once the imporvement is paid for then the tolling should stop. I worry if it's approved it will never go away.
864468189	providing an estimate of how much the tolling will be would make the survey easier to answer accurately.
864467371	Tolls should be avoided. Vehicle tolls should only be used for the benefit of vehicle traffic. Light rail extension, pedestrian and bicycle paths should be funded by their users, not vehicles. The highway ramps near the bridge should be removed, the approaches to the bridge streamlined and the bridge updated -- not replaced. I think that is the major reason for congestion near the bridge. If resticted river traffic is an issue, then the users of the river should fund bridge improvements that benefit them.
864463957	I cross the I-5 bridge at peak times (06:30 and 17:30) and have not experienced any delays (stopped traffic) in the past year. I consider the argument that delays are and will become unreasonable is flawed. I would add 30 miles each way and commute through Longview, Wa rather than pay a toll on either interstate bridge.
864462882	Shouldn't transit and other alternative transports pay tolls too? Seems fair to me...
864459330	Please put in light rail!
864458244	For those who must cross the bridges for business reasons we need to be able to produce a receipt for expense accounts. How will you address this?
864458065	Bad idea
864457946	just build a bridge
864454927	I think the Tolling Committee should find another option to help pay for the bridge. As a Vancouver resident, I already pay Oregon State tax to work in Portland. I don't feel daily commuters who pay Oregon State Tax should have to pay tolls to cross the bridge.

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864454587	I think a modest toll is the way to go. I do believe it should be modest because some people really don't have a choice on the time they go or where they work. I remember as a kid the old bridge had a toll. I don't think it was that bad for people to pay as they went. Again, it should be a reasonable cost for those who have to travel and for commerce.
864454215	Could we just get the ball rolling? As it stands this bridge will not be completed for another 8 + years. This issue has been around since before the I-205 bridge was built. A drawbridge on a major Interstate freeway is beyond ridiculous. During the wait, commuting hours are getting longer.
864448222	I think this is absolutely ridiculous! You are talking about placing a toll on I-5, the only highway that runs the entire west coast! No where else on I-5 from Mexico to Canada is there a toll! I think we can come up with a better solution. Poor planning on the part of Portland/Vancouver with regard to the growth of commuters should not result in the only tolling of I-5 from Mexico to Canada! This is crazy and makes this area look bad. I will resent having to pay this toll and my husband and I will avoid it at all costs!
864445515	In my opinion, if your commute to a train or bus is over 20 minutes, and then you have to wait for the train/bus, and your commute is slowed by frequent stops, I wouldn't, and I don't, use the transit system. Also, the idea that the MAX light rail would be only available to the west side of Vancouver really makes it less likely that anyone on the east side would ever use it. It seems to me that a better public transit system, that doesn't cost \$105 per month to get to downtown Portland, would be a better use of the billions of dollars you are going to spend, on something that doesn't help most of Clark County and most of Multnomah county. You are trying to stop the ocean with a broom, and not doing anything about fixing the problem.
864444802	Tolling the bridge is a terrible idea. Even people who don't use the bridges directly will continue to benefit from Oregon-Washington commerce, and the burden of the cost should be more fairly distributed across the citizens of the two states.
864443630	Commuting to and working in the State of Oregon I already pay a hefty income tax. This toll adds to this burden
864440357	i think the carpool lane should be omitted
864439953	If you toll now, you may find you need far less capacity.
864437588	Manage the budget properly and you won't have to toll, also this is a highway and is paid for by federal/state taxes. tolling is a case of being taxed twice! Opening a new toll bridge would be ok.
864436761	I commute 37 miles each way to my job that is not available to me on the Vancouver side of the river. Having to pay a toll five days a week would be a tremendous financial burden. I pay Oregon income tax. I do not shop in Oregon, I do not buy my meals in Oregon. Use my share of what I pay in income tax to support replacing the bridge. Perhaps that should be the way to fund the bridge. Take all of the income tax collected from non-residents and give something back to them.
864436388	Tolling is not acceptable.
864434275	The answers to question 11 are incomplete. I do not support tolling at all. The Glenn Jackson bridge was constructed without tolls. Learn from that project. Contrary to published propaganda, the current plans for replacing the I-5 bridge do not actually increase traffic throughput. Light rail is an extreme waste of taxpayers money. Even the best-performing light rail systems require the taxpayers to subsidize a large portion of the expense, and they have little or no affect on reducing congestion. On average, light rail is much more expensive to operate than a normal bus service. Bike lanes are a non-justifiable expense of massive proportions. Look at the facts; study the numbers; don't ignore the figures. Choose to do right. Here's a link to a clear and concise presentation of the facts about light rail: http://www.washingtonpolicy.org/Centers/transportation/policybrief/08_Ennis_LightRail.pdf .

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864432968	Variable tolling places a non-progressive tax on people who must use the bridges more to earn a living, leaving recreational users paying very little. They not only pay more often, but pay more. I prefer a flat use fee.
864429453	Carefully research and publicize the costs of administering the tolling system. Be sure that it bottom lines to implement. If toll revenues are used to offset costs of construction or match federal subsidy, make darn sure that the cost estimates are as accurate as possible - job cost overruns and thereby, extended tolling periods are 'business as usual in public infrastructure projects'. Get priorities straight - e.g. Fix more hazardous bridges such as the sellwood BEFORE even considering this mega boondoggle.
864429419	I think tolling would be alright if they discontinued it when the money was done being raised. My fear would be it would continue being used even after the new bridge was paid for.
864428342	Due to the frequent waste in money; would like to know HOW LONG we will have to pay, how much, clear guidelines as to where the money is going as it is much easier to support when you know your money is being put to good use.
864427394	i dont mind the idea of toll if seamless and does not effect the flow of traffic but feel rate should be the same regardless of day and time.
864424548	Federal funds should pay for building and maintainance of interstate bridges. Build a bridge from 192 exit off 14 to and from PDX. Thank you.
864424171	Collecting tolls costs money in overhead and administration. And once in place, they never go away despite what plans might be made. Take a look at the Garden State Parkway. Its tollbooths were supposed to be removed when the initial costs were paid for. But once the costs were recouped, the tollbooths remained. We're better off collecting the money via taxes over a period of years and not burdening the citizens with one more separate bill to pay and a potentially complex toll system to navigate. Almost all of Oregon and Washington is blissfully tollbooth-free. Don't screw this up. NO TOLLS.
864422570	Forcing me to pay a higher toll during commute times is the same thing as penalizing me for working in Portland. I already pay Oregon taxes I shouldnt be punished twice for choosing to live in Vancouver. I would have to either quit my job or move back to Portland. I also think it is ridiculously unfair to toll a bridge (1-205) that has already been paid for. I believe this entire process is corrupt and is not taking into consideration the needs of the working class people who need to use the bridges the most. I am very disappointed in our representatives.
864421505	Tolling will NOT solve congestion problems. The Portland-Vancouver area is "one" city. People *need* to commute to different areas for various reasons like employment. These people will continue to drive to the their jobs therefore this will not alleviate congestion. It doesn't make sense. Also, don't I pay taxes anyway???
864419348	no tolling- there seems to be money for baseball stadiums and similar projects.
864417981	I think that if you toll one bridge and not the other it's just going to make all the traffic go to the bridge that isn't being tolled ...so the best would be to toll both.
864416802	I also think the toll should be applied to pedestrians and bicyclists at a lower cost on both crossings as well. Everyone that uses these bridges should share the cost.
864415653	Please please please for the love of god: - Dedicated transit/max lanes - World class Bike lanes (NOT ON A DECK UNDER THE BRIDGE) - And fewer lanes for cars -- as in the same as we have now. I do NOT support some huge massive hulking piece of concrete. Let's show the country what our values REALLY are. PS: Polluting is not one of them.

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864414148	If tolls are necessary, we should do whatever possible to keep the tolls as low as possible. We should also do the project in a fiscally responsible manner that is efficient and effective to achieve the necessary goals. In my experience with Beaverton traffic, the max line didn't really clear up the highway 26 traffic problem, but widening the highway helped. I think the same would be true of Vancouver traffic. Bike lanes are great for folks who choose that, but light rail is expensive and marginally effective at controlling traffic congestion.
864413290	I do not believe in tolling - you can talk all you want about lower costs but we all know that will not happen - i have been back east on roads that have tolls and the gridlock is still there and the roads themselves are horrendous!!! NO TOLLS
864412841	I am very disappointed by the tone of this survey. Tolls should not be thought of as a forgone conclusion. Clearly the federal government spends far more for far less crucial projects. Seems like a study in misaligned priorities.
864410501	I disagree with tolls unless all bridges in WA and OR are tolled. If our gov. was more responsible with its spending our our money I would be more supportive. I would support a tax calculated by "use" for all vehicles.
864409703	Paying a toll worked very well years ago for the I5 bridge. I think it should work just as well now.KAC
864408372	I don't think you should build such an expensive bridge - no increase of lanes for cars, and way too expensive - find cheaper options : ie; no lightrail, doesn't need to be huge and gorgeous - make if functional for the amount of traffic it will be holding. Once the bridge is paid for - stop the toll! Do not put a toll on 205 bridge.
864408203	Nope
864408096	Where's the money collected from GAS taxes are going to?
864407308	I know folks who pass the bridge daily don't want to pay tolls, but it is very common in Florida, and seems to become a way of life. So just suck it up and pay.
864403618	If you feel compelled to spend our tax dollars make more lanes for cars and none for car pools or public transportation.
864402656	Figure out another way to finance the project. Charge large vehicles - commercial, etc. higher rates. Let us vote. Give us more options.
864401447	No tolling the I-205 bridge. The current I-5 bridge is fine, just fix it and quit coming up with ideas on how to stick it to the taxpayer.
864401349	build the bridge a.s.a.p. thanks
864400480	With gas proces so high want makes you think the average driver can afford another tax.
864398986	I DO NOT SUPPORT TOLLING AT ALL!!!
864398660	no toll , there always seem to be plenty of money to do other projects. Its just a matter of priorities.
864397961	one fee for toll is the best....not variable
864397897	NO Tolls! I pay enough taxes to oregon. They need to manage the money better and NOT charge a toll.
864396030	Just build a NO frills bridge. NO pretty archetecture. Plain, boring! NO second level just for bike and peds. This will keep the cost down and tolls to a minimum!
864395696	Get that bridge built to resolve the traffic problem.
864394402	If there were no tolling booths, how would the tolls work for those travelling I-5 on vacation from other areas of the country? No toll for them?
864393719	I thought this was a poorly constructed survey, with many assumptions implicit in the questions.

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864391799	You wanna see how the public loves tolls? leave I-205 free of tolls and watch the traffic count. Tolls are a bad idea. How are you gong to electronically toll those who only cross once in a while or those from Canada, CA, Idaho, MT etc. You gonna refuse to let them cross until they go way out of their way to buy some dumb beeper to put in their vehicle. How about bicycles and pedestrians and why should Max go without a toll?
864390983	This is BULLSHIT for Washington residents that work in Oregon. We already pay Oregon state income taxes and recieve nothing to the extent Oregon residents do for OUR money.
864390355	We pay enough taxes already and to pay an additional fee just to go to work is not good. It will hurt the business in Oregon from those residents in Washington that spend a lot of money on a number of goods. Tolling no matter how you organized it is a bad deal.
864389042	Please add low-speed vehicle lanes to I-5 and I-205, because my preferred mode of transit would be via a moped or low-speed electric vehicle, neither of which is an option with either existing bridge.
864389006	I am not a commuter for work but I still feel that variable tolls (and actually tolls in general) will be a significant financial strain on commuters. Also, as a Vancouver resident, we often travel into Portland for shopping and entertainment. This toll will likely defer us from doing so and instead we will do more in WA. I don't know if you feel that is a benefit or not, but I do believe that will be more of a trend for WA residents. Lastly, I have lived on the east coast where they use electronic tolling equipment and I don't see how you plan on having no toll booths. Obviously those who commute regularly will likely have an "EZ Pass" type device in their cars but not everyone will and some people still prefer to pay each time in order to better track their costs. Thank you for listening to our input.
864387821	Do not toll the bridge!
864386063	I am opposed to any form of tolling if the new bridge only replaces the number of existing lanes on the bridge. Bigger is better as we look toward the future and an increase in the population in this area.
864384895	What ever you toll, I will still travel when I need to regardless of time.
864384779	where would one buy the electronic toll payment? can that be in the survey?
864383211	I am unable to change my work schedule. I do not believe that those of us that use the bridge at peak hours should have to pay a higher fare. Both bridges should be toll bridges. Those who do not want to pay a toll will try and cross over the 205 bridge and that will cause more traffic.
864382226	No tolls please. Enough is enough. We are being taxed too much. Thanks.
864380980	I pay alot of taxes to Oregon - why can' they be used toi offset these costs?
864379449	why should the people that work in Oregon and live in washington be charged when we still have to pay Oregon tax ,thats not Right
864379113	Tolls are essentially another tax on Vancouver residents, who already pay Oregon income taxes but get nothing for it. Please, please, please consider an option without Lightrail to reduce costs (and keep tolls lower), especially since Vancouver VOTERS have never shown broad interest or support for having Lightrail (and Metro control) extended across the river.
864378279	In this economy, asking people to pay just to get across a bridge is ludicrous. Is there a ever going to be a point where we keep getting nickel and dimed to death?
864376355	Please consider the fact that I reside in Wa State and work in Oregon. I pay Oregon state taxes but do not have the right to any of its services. If I had a choice I would work in Vancouver but am unable to make a living with the lower wages and limited industries for my profession but may consider if indeed the toll is unreasonable. Many of us in the work force are considered "the working poor".Unemployment in Oregon is one of the highest. Cost of services etc have risen greatly. I would have to be convinced without a doubt that not building this bridge would indeed affect commuters, traffic etc
864375818	I would much rather see carpool lanes all the way from Vancouver to Ptld than tolling.

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864372823	Discounts for disabled people with placards
864371925	I would want my Employer to pay tolls or subsidize. People who travel for local work purposes should pay less than pleasure travelers.
864371296	I pay enough taxes as it is.
864369526	The crossing committee misses the point in merely rebuilding a perfectly good bridge. A completely new bridge crossing is what is needed. You will never get people out of their autos, you can not force people to ride mass transit, you cannot control the population growth, all of these things are not your responsibility. Your focus should be on moving traffic, not control of people. If you think that you would upset the environmental people now, if you built a third bridge, as you know is in the future, and unavoidable, just think how hard it will be later. If you expect support of the public, planning for the inevitable is the only way to lend credibility to The Columbia River Crossing Committee.
864369380	Roads and bridges are expensive. Auto commuters should pay tolls to pay for needed infrastructure.
864366910	I think the tolling to cross the bridge twice a day would only add to the to the inflated cost I have of paying the Oregon State income tax. Therefore I would obviously be kind of biased to the idea of tolling
864360995	Find another way to reduce traffic. This expense is outrageous and we tax payers are already paying too much as it is! STOP the bleeding, or we will vote you out!!!
864360176	I strongly support tolls and transit, even though I moved out of the area in June 2009. I began transit in late 2008 and found it highly desirable.
864359944	Let's stop squabbling and get it done!
864359688	I would likely not shop at Jantzen Beach any longer if there were tolls on the bridge.
864354897	not at this time.
864352926	Lived in Calif. and used toll roads regularly. I think it's a good way to fund road projects by the people who use them.
864352645	The sooner we bring MAX to Vancouver, the better -- any solution that expedites this process is preferable.
864351665	I do not agree with enforcing a toll across either bridges to fund an already overbudget expense.
864350001	Interstate highways should not be tolled.
864348636	if you only toll one bridge traffic will move to I205 that makes no sense
864348238	I would like to see tolling begin as quickly as possible. It has been needed for a long time. I lived on Jantzen Beach for several years and moved because the traffic has become so horrendous on I-5. Jantzen Beach businesses have suffered because of traffic congestion for shoppers trying to get to the Island. It is the responsibility of ALL who use that bridge to pay these tolls. I am happy to do so. People who live in Washington and commute each day to Oregon have been getting by too cheap and for way too long. I wish we could start tolling fees tomorrow.
864347991	I live in WA and work in OR. I pay WA state sales tax and OR income tax with minimal refund. I wouldn't come to OR except to work, and fill a fundamental role in children's healthcare both unavailable in SW WA, and a position that is difficult for my employer to fill. I do not want to be penalized further for my work in OR. I already pay taxes, have a long commute with high gas price, and do not have public transportation available from my home, and am not willing to increase my commute from 50 minutes to 2 hours to take public transportation when I work five days a week, 10 - 12 hour days.
864347990	This bridge should be finished now. Everyone involved in this costly mess should be ashamed.

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864347689	A solution MUST be found for the traffic problems we have so I am willing to pay so that I can spend 30-40 minutes driving home instead of 90-120 minutes that I spend now. That would be time spent with my family. I have to spend more on childcare to cover my drive time; rather spend it on the bridge and get home earlier. Thank you.
864347134	Coming from East coast, I agree w/ tolls, just please, please, please don't increase traffic time. I-5 is a NIGHTMERE, I always try to take 205 & will be bummed if that travel time increases as well.
864345657	I think tolling the bridges is a horrible way to generate funds. It will increase congestion, increase pollution, increase alternate route traffic. It will serve only to penalize Vancouver residents that commute to Portland. This is a way for Oregon to Tax Vancouver residents even more. No Thank You!
864340974	Why has nothing been done about the I-5 bridge for all these years ? Kind of a day late and a dollar short, elected officials !
864340267	Tolling is done across the nation and we should do it here.
864340182	I think it is sad that the only way the government can find ways to earn money to finance their questionably "needed" projects is to tax the residents of their states.
864340103	Tolling is just another way for government not to use their money wisely and to forgo their responsibility to fix the roads with the money they already have!!!
864340089	No tolls-we are taxed enough
864338412	I think tolls are a horrible idea in that they assume all driving is "optional" when in fact it is not
864337808	As Vancouverites, if there is a toll implemented, we can (and will) avoid working and shopping in Oregon.
864337288	Tolling is fine as long as the money is going to improve transportation for the future. The folks living in Washington have to be willing to contribute to this improvement and all others. Oregonians can't be responsible for the costs of these improvements, including putting the max into Vancouver which would be very helpful to all of us that travel back and forth.
864334953	You can't have highways come to 2 lanes in a major city.
864334553	Washington residents already get penalized by high income tax rates because they work in Oregon, yet they have no opportunity to vote in Oregon. My company is located in Portland and I should not have to pay to go to work. This would add another bill to my monthly bills in very tough economic times.
864334067	try tolling asap just to see what effects is has on the problem, it may greatly impact the proposed replacement project
864333929	The traffic that uses I5 should pay for the new bridge. If you place a toll on all bridges in Portland you could pay for I5 much quicker ... but they are not the reason for the new bridge. Let the users pay for the upgrade. Keep upgrade reasonable, rather than a plan we cannot afford. Live in your budget like all private people must! thank you for your consideration and time.
864333145	Bikes need to pay toll also!
864329986	Do not build until you have saved the money you need; build only when it can be afforded; encourage employers to allow more flex time in start and end work times; encourage more telecommuting and working from home for part or all work hours.
864327875	Committee should explore other methods of financing instead if tolling. Tolling will impose financial hardship on most regular work related commuters
864326883	tolling will result in this family not traveling to Portland nearly as much as before
864326063	I'm not for charging the people who make the economy grow strong. I'm tired of being taked when I don't live in Oregon and I'm tired of sales tax being charged for major purchases if I buy them in Oregon. When Oregonians can buy tax free in Washington. I'm tired of all the fees
864322899	Please work to eliminate government waste, rein-in gov. perks and build a bridge without tolls.

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864322418	Spending time living back East I'm familiar and comfortable with toll roads. I believe it is the fairest solution of all that people who use the bridges pay for them. It's no different than a gas tax, if you want to avoid paying it directly, don't use a privately owned vehicle.
864322039	It may make it less desirable for people to cross the OR-WA border.
864320804	no tolls. i work and go to school in oregon. i already pay oregon state tax...and i never see a penny back from that. it is the price i pay for living in wa and working in or.
864317929	No tolls. Cut current government costs to support the building of a new bridge. Postpone work on other civil construction jobs until the bridge is completed and paid for.
864317320	I strongly support a toll
864317238	This penalizes people who work in OR
864316966	n/a
864315745	It is time to get this going! We've spent way too much time talking. The traffic is terrible and we need a new bridge. Just make sure the new bridge has enough lanes to handle the volume of cars.
864315635	I will avoid the bridges like the plague.
864314928	Could you give a guesstimate of the cost of tolling?? People may be more understanding if a figure was available.
864314259	No
864313852	Tolling is long overdue as a way to support our local waterway crossings. I would also encourage tolling in Longview and Astoria for the waterway crossings in those regions.
864311287	If I am already paying Oregon State taxes and not being represented in their government, why should I also be taxed for crossing the bridge to pay their taxes. I have no say how those taxes are used AND I am taxed at the same rate a person living, voting, and benefiting from those taxes. This is VERY unfair.
864308915	I think that is wrong to place a toll on a bridge (205) that the people have already been tolled on it and paid for it and earned a free commute.
864307781	I think consideration should be given to the rate of the toll and the direction of the peak hour trips. I travel "counter-commute" from Portland to Vancouver for work. In other areas the tolls are adjusted also to the direction of the congestion - so Southbound AM and Northbound PM would see a higher toll.
864307333	If you live in WA and work in OR, the gov'n already gets your payroll tax dollars which aren't refundable. Now, you have to pay to cross the bridge to get to work. It's time to look for a job in a different part of the country. Housing in OR is too expensive, but the system is trying to make it just as expensive to live in WA, by an indirect means. This is not cool at all.
864303862	Gosh, this sucks. We're going to have a beautiful new bridge with toll booths instead inadequate lanes to back traffic up to downtown Portland. Sounds like a wonderful solution!
864303528	We shouldn't have to pay a toll because other people choose to live in one state and work in another!!!!
864301991	Tolls on a major interstate highway are a bad idea that leads to more congestion, even with electronic passes. Drop the price of this venture and find other non-toll sources of funding (or drop the whole thing and put in a light rail only option). Anything you do with tolls will reduce the I-205 crossing experience. Tolling the 205 bridge is an unfair additional burden on east-side residents. I don't recall any tolls for the 205 bridge construction.
864299769	My husband and I currently both live in Vancouver and work in Portland. If tolls were put into use, we would HIGHLY consider working in Washington instead of Portland, so we don't have to pay a toll.
864299447	I think tolling is an excellent idea.

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864299089	There are many of us who struggle daily trying to put gas in our cars to make it to work. I feel tolling fees will prevent numerous of people from being able to commute to work. And if they toll both bridges that will be devastating ! Tolling of I-5 is ok to some extent but to even think of tolling I-205 is just down right retarded to the 9th power !
864297755	I dont support a toll of any kind. I already pay a lot of \$ in taxes as it is. There for I have already paid for the new bridge. I should not be charges 2,3 or evern 4 times more by paying a toll. It is not the way to go. No support for any toll what so ever.
864296435	Go for Tolling I-5 NOW!
864296252	I-5 should not have a toll it is paid for long ago, i-205 should be out of tax \$, this puts a hardship on business and individual in a hard economy
864295854	Our household is against tolling and against the replacement of the current I-5 bridge. Maintain the current bridge and build a third crossing.
864294700	use the toll money wisely!!
864293588	I feel that tolling the bridge would decrease travel into the state of Oregon for recreational activities, shopping, dining out etc. This toll may actually hurt Oregon's economy, rather than help...
864293357	As a M-F work commuter, I will already pay a hefty fee in cummulative tolls to use the bridge. I do not think it is fair to charge variable toll to use the bridge during peak commute traffic hours because those are the hours I am "forced" to use the bridge, my work hours are not flexible. I travel to and from Kelso, WA and do not have the luxury of mass transit. By charging people in a situation like I am a higher variable rate, gives those who don't use the bridge very often a subsidy. That is, if we commuters and those who frequently use the bridge, were not already paying more to use the bridge, the toll fee would be even higher for those traveling during non-peak hours. To charge a lower fee for those who can travel at will, doesn't seem fair. We all need our jobs and getting to and from work shouldn't have to be made even more challenging and expensive. A toll is like a tax, the "tax" to should be fair to everyone, i.e., everyone pays the same, e.g., like we do for vehicle licenses, buying marriage licenses, fees for building permits, etc.
864293113	If you are going to toll both bridges, the I-205 should be 50% of what the I-5 bridge is.
864293025	No Tolls
864291757	Just get it started - I dont want this to drag on and on
864291292	I am against tolling of any kind as there is no control over how the monies will be used in the future.
864291277	My job hours cannot be flexible to avoid "peak commuter times". Tolls will kill business at Cascade Station and Janzen Beach for Wa residents, which I am sure is a huge percentage of their business. It will just push all the traffic to I205. Oregon will loose money as Wa residents will be forced to work and shop in WA.
864291096	please be mindful of toll monitoring/toll booth positioning in relation to I-5/I-205 on-ramps/off-ramps
864288227	Has anyone considered building a third bridge crossing?
864287008	No.
864286291	Build a functional bridge without a lot of extras to keep the costs down. Work to get matching Federal funds - do everything possible to build the bridge without a toll.
864285824	With the level of car thefts and vandalism, placing an electronic device in the vehicles seems a tad ridiculous. What would stop someone from stealing it and running up our "toll tab"? Just something to think about.
864283491	HOW WOULD PEOPLE KNOW THAT ALL THE TOLL MONEY GOT SPENT ON THE BRIDGES? AND WOULD THIS NOT ALREADY SLOW EVEN WORST DURING RUSH HOUR, TAKES UP TO A HOUR OR MORE NOW ON FRIDAY EVENINGS . ADD ANOTHER STOP TO PAY TOLL WOULD MAKE THE TRAFFIC A NIGHTMARE.

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864283295	Tolling for a use of bridges is not acceptable, we already pay enough in taxes and this would create more for financial stress for people.
864282876	My taxes (local and federal) pay for this new bridge. I do not want to also need a toll to use this bridge. Who made the deciiion of a toll being needed, since fuel and other taxes pay for this? The Federal Highway System has collected fuel tax for years & now is the time to spend our money and get it this bridge replaced. No tolls and no traffic slow downs please.
864281816	I work in Tualatin and changing work hours or location is not an option. Tolling I-5 alone will no doubt increase congestion on 205 and make my commute difficult than it already is. Tolling both bridges will cause additional financial hardship in an already tough economy. Neither option is acceptable to me. State & federal funding should pick up the entire cost.
864281201	Have they considered offering "lottery" kick backs for the payors? Those could be in the form of fuel coupons, waived tolls, etc....
864280338	There are more issues with traffic than just building a new bridge. Adding tolls will increase the cost of commuting by a significant amount. We are already paying a significant amounts of our paychecks to the State of Oregon and the money could be spent in Clark County if we didn't have to commute to Portland. Vancouver residents are forced to commute to Portland because the legislature has refused to do anything to bring good paying jobs to Clark County and Vancouver. Maybe legislative money could be spent in this area so that 65,000 residents wouldn't have to go over the bridge each day. This would eliminate the need for bridge improvements.
864279049	the exsiting bridges are paid for and should not be tolled. I lived in Portland when we were tolled for the I-5 bridge and do not want to pay for it again. The i-205 bridge should not have a toll at all.
864278861	Toll roads are the way to go.. You pay to drive.
864278304	Would there be an "uneven" toll. Most traffic comes from WA to OR, especially during the week.
864278150	strongly oppose Max coming to Vancouver. I think it just allows for Portland to export its crime by opening a conduit for gangs and criminals to come to Clark County. Cost per passenger mile traveled usually ends up being ridiculously high. I want to see Max taken OUT of the project.
864277912	6. States, "Current technology allows tolls to be collected electronically as vehicles travel across the bridge at regular highway speeds." What if it is stop and go traffic? Would the one crossing possibly get charged as many crossings? 10. Asks how variable tolling might affect my travel plans. As in infrequent user it wouldn't affect it at all if it was a nominal charge. It would affect it a lot if it were \$20 for each crossing. Price wasn't including for factoring consideration.
864275871	The commute and financial burden from the economy are hard enough as it is-don't make it harder on the ones that are already struggling!!!!
864274783	I think that the toll is just another way to steal money from hard working people.
864274667	TOLL SHOULD BE THE SAME AT ALL TIMES ANY TIME EVERYDAY
864273666	tolling would NOT decrease congestion on the I-5 bridge, it would cause more back-ups in both directions
864272918	If the toll is too high I will not come over to Portland. I work here but I will find another job or another way to get here. How will people who are traveling and do not know there is a toll pay it with out a toll booth. Personally I do not like a toll at all and I would rather have a 1 or 2 cent tax added on to something else like they did in Colorado for the Bronco investco staduim. That way everyone paid for it with out anyone really noticing a dent in their pocket book. I do not make enough money to be shelling out more money to get to work. Thanks for listening.

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864272692	This is more for the bridge- traffic in North Portland is horrible. Please make the bridge high enough for the ships so we don't have bridge lifts, enough lanes for cars (do what Golden Gate does and move lanes so there is more going south in the AM and visa versa for PM; or just have more than 3 lanes for cars each way. If this happens, I will be 100% for tolls. Otherwise, I will picket with the rest of Washington.
864271502	I feel that tolling is necessary and will support it.
864270792	STOP TRYING TO RAM MASS TRANSIT DOWN MY THROAT. MASS TRANSIT INCREASES COMMUTE TIMES, EXPOSURE TO ILLNESS, AND OPPORTUNITIES FOR CRIMINALS TO COMMIT CRIMES AGAINST OTHERS. UNTIL THESE ISSUES ARE CORRECTED, YOU HAVE NO RIGHT TO TRY AND FORCE IT ON TAXPAYERS.
864270306	There will still be toll booths for all of those without the readers, and that will cause traffic jams. We just moved here from Philadelphia -where their bridges have tolls (one way). And, even with EzPass there are significant delays and backups caused.
864270272	Govt already uses our tax monies for highway and streets for other things, maybe, just maybe if govt used monies appropriately you wouldn't be sending this survey. It's just to easy to steal my hard earned money isn't it.
864268607	NO TOLLING> WHat do you think we pay taxes for??????
864267991	money needs to be locked so can not be use on anything but the bridges that are collecting the toll
864267977	i don't like the change at all.
864267407	There is only so much money. You get money for this and you take it away somewhere else.
864266857	Get going already!
864266450	tolls suck and I've never heard of a "temporary toll" you'll keep it cuz it makes the state money and it won't ever go away
864266390	I think this is another outrage to the Oregonians and Washingtonians. We DO NOT need to be tolled for a bridge that has been paid for. You money grubbing thugs need to knock it off.
864265763	I think the tolling is a stupid idea altogether!!!!
864265667	Build the bridge, add MAX asap, more commute vans, Sounder train like Seattle, thank you.
864264724	I feel that one flat tolling rate should be the way to go, not that stating this is going to make a difference, but I agree with the tolling fee, too many people in Washington that work in Oregon need to help pay for this project
864263881	I see a new bridge as improving interstate commerce and as a benefit to all citizens of both Washington and Oregon, even if they do not personally use the bridge. As such, I do not believe a toll should be used to pay for the bridge and other general taxing/funding sources should be used (gas tax, sales/income, property, etc.). Putting the burdon on those can have no choice but to use the bridge while providing a general benefit to everyone is not a ballanced or equitable solution. While I do NOT support tolling both I-5 and I-205, if you do not I wonder how many people will travel much further to the 205 crossing to avoid the toll. If it cost less in gas to go around an I-5 toll and use 205, I suspect a lot of people will do just that. Finally, once the bridge is paid for, the toll must be removed. I do not believe in tolling to encourage a engineer a specific behavior.
864262987	Very unhappy that most of this bridge will be paid by Washington Residents that work in Portland. I feel since we pay taxes in Oregon and have no voting rights, that is enough to pay for a bridge. I still have to pay sales and property taxes, while my son cannot find a job full time or my daughter, who both live at my home due to this fact. Life is very tight at this time, my husband has lost all his benefits and we have had to use 401K funds to make ends meet. Also, my husband is on a pay freeze and does not expect a raise anytime soon. This is not a good time for an expensive bridge.

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864261752	If you want to build a toll bridge, build one spanning from Camas to Troutdale. This would also ease congestion on the I-5 and I-205 bridges, reduce greenhouse emissions, and reduce fuel expenses for those communities. I have spoken with many people, from both sides of the river, who would spend up five(5) dollars each way for the convenience of having a shorter commute.
864261309	I would support electronic tolling only if able to get a receipt
864261279	I think this is most foolhearty idea I have ever heard- tolling an Interstate??? from Mexico to Canada- this would be the only toll- who do we think we are? stop now!
864259722	You cannot have a \$4-5 toll and expect the working people to be able to afford it. You need to get it much lower than that, and maybe take a little more time to pay off the costs of building and having the money to maintain it. Start at a buck, or even a \$1.50, but more than that, and I am definitely against the toll in any form. In any case, the new I-5 bridge is totally stupid when once you get off the bridge, you are still restricted to very few lanes, especially on the Oregon side. 6 lanes will still reduce to 3, and the traffic jam will still happen. Why don't you planners go to the west side of downtown, and put in a new bridge that accesses downtown from the west side, then let that freeway flow down to I-5 at the south end of the Portland area like I-205 does. It doesn't make any sense to me or anyone else I have talked to to have 6 lanes going across the bridge, to just be suddenly reduced to 3 lanes.
864259603	Tolling is just another tax on those workers who can least afford it and should not be used to finance the I-5 bridge replacement.
864258188	We need a new bridge and we all have to pay for it together equally
864257038	NO TOLLS! FIND ANOTHER WAY TO BUILD THE BRIDGE OR DON'T BUILD IT!
864256807	not my problem, dont toll we peons cant afford any more
864256541	No Tolls. Will hurt local economy in both WA and OR. May result in people moving back to Oregon.
864256384	no
864256238	Tolling sounds like a GREAT idea. Thanks for all your work. Signed - Portland native - veteran - business professional.
864253891	There has to be another way besides a toll. Some of us, especially in this economy, have no choice but to cross the bridge for work. We already get double taxed (even though Oregon residents don't if they work in Washington...), so it feels as if us Washington residents are going to be double-punished, just for having a job in Oregon. It's just not right!
864253455	Add to as I call it the Oregon penalty. It will cost even more for those who work in Oregon. Bring jobs to the Washington side and we would not have this big problem. Granted the bridge needs replaced, but cost over runs are a guarantee on this project and will burden the tax payer and worker forever. Any stimulus money for this one..... we could have paid for this bridge hundreds of times over with all the money the federal government is wasting right now.....
864249950	No Tolls
864226351	Listening to the population the bridge will affect the most. think out of the box and build a bridge where is wud be most effective especially for major population growth areas. east clark county. open your eye's please
864225821	Why are we talking as if this is the only method to pay? Why is the cost so high if you look and consider the bridge completed in just over a year in Minneapolis? How do you propose to get people who travil infrequently over the bridge? Make them stop at some point first? People are not going to like that. It seems to me once the toll is set in place it will never go away, are you going to have a mandate to which the government will be required to stop tolls when the cost has been paid? Your survey does not give an option of other ways to pay, why, is it so set in stone?

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864221038	There has probably never been a worse time to suggest a proposal that will impact peoples income. With 14% of the potential workforce unemployed and a huge number of households grateful for at least having one income you can't really expect us to support this added expense. Please - what are you thinking?
864218163	If you had people that actually knew how to budget for projects that are needed instead of wasting the tax payers money. It would make life so much better for the average joe. we pay too much in taxes and other fee's already. Putting a toll on a bridge it just shows us you are not doing your job (making good plans) and protecting the public. In these times what do you think the average Joe would tell you about tolling. Kis my @##.
864217507	Congestion on the I-5 Bridge and on the I-205 Bridge really isn't that bad when compared to other major metropolitan areas in the US and abroad. However, it seems a new bridge is a foregone conclusion. Therefore, mass transit options to cross the Columbia River absolutely must be incorporated with the project and should be a primary focus of the toll proceeds.
864216231	When I started working for the company I now work for it was located in Portland. My family established a home in Beaverton that has good schools and neighborhoods. My company moved their office to Vancouver and I am now forced to commute or uproot my family. Adding the expense of tolls along with the terrible economy and the high unemployment rate is one more drain on our family's limited income.
864206680	I would like to know more about when tolling would end - 30 years?
864204689	Tolls suck and I would rather shop in wa. If I have to pay a toll.
864201634	No Tolls, and no new Bridge
864178927	No toll please
864170918	I would not support a toll on the I-205 bridge at all.
864169586	If there will be no toll booths, how will you collect from the many people who are passing through from out of state or those who refuse to buy the trip pass?
864119672	Tolling should be an essential component of the new Columbia River Crossing. I have stong financial opposition to the project and tolling makes it easier to swallow. If this project is to be complete it should be paid for and maintained by those who use it with a percentage going to public tranpostation both in Washington and Oregon. However, I see the integration of MAX and tolling as one element. I would support the use of tolling even without the MAX extention, but people should have options for how they travel across the region.
864093146	Variable rate / time tolling was including in the Portland Future Focus Plan of 1991 and was to be implemented by 1994. What happened? Why didn't it happen? The whole region should be governed by "congestion pricing" and taxes on gasoline reduced or eliminated! It works other places like London, UK and Oklahoma.
864091217	You didn't make question 11 available for those NOT supporting toll bridges.....
864070805	More information about how mass transit and bike routes are going to be impacted.
864065317	I don't like it but you might as well charge both bridges
864057816	Please do not institute tolls.
864057748	Tolling should be used only to fund a new bridge. Using tolling to control congestion is beyond the scope of this project and creates an unending dependence on tolling. Electronic tolling should have a monthly cap built into the fee structure so that commuters (and Clark County) are not carrying the burden of paying for this project. People should be able to afford to go to work. Have you calculated how many people will just up and leave Clark County and move across the river if the tolls are too expensive?
864053608	I support any tolling that can be electronic and not require me to stop or slow down during my commute. I would like to see a "frequent usage" toll for those of us who must commute daily and do not have options to commute during non-peak hours.

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864046295	make the toll for actually crossing the state border, not just from North Portland to Hayden Island.
864045847	I am not in favor of a new bridge, or bridge with more lanes. I am in favor of light rail, separate bike and pedestrian bridge, and incentives for car poolers or mass transit riders.
864039738	Please include mass transit (MAX)....
864037611	I would rather have payment options similar to the Tacoma Narrows bridge where you have the option to electronically pay or use a toll booth for infrequent users rather than tack on fees to tolls. Also how would you apply a totally electronically toll to out of state, country, or rented vehicles where the owners were harder to track down. Having a toll booth would allow collection of fees from everyone.
864033026	There should be no tolls period! The single minded fools that cannot figure out how to pay for things without squeezing more money out of those poor souls trying to go to work is irresponsible.
864032837	I am against tolling. The only way I would accept tolling is if it was cheap as in twenty five cents (\$0.25) round-trip. Tolling the I-205 bridge is just not fair. There are only 2 primary bridges, 2 very important routes between Portland metro and SW Washington, to nail people with tolls on the only 2 realistically and viable routes is just not fair.
864032442	No 12 lanes for cars and trucks. Bike and pedestrian lane on both bridges. I am aware of I 205 lanes and their use.
864031634	Your survey is flawed because it asks questions with only the answers you want hear, in order to support the data you need to justify all this wasteful spending on studies. Why not pay for the improvements with the money wasted on your meetings, man-hours, and other wasteful self-serving data derived from these studies?
864030084	NO TOLLS
864029214	Please hurry up and get this bridge and light rail built!
864026211	Oregon needs to fix the bottleneck at Delta park before a bridge replacement is pursued. Traffic will still be a problem until this is resolved.
864024662	Tolling the Interstate Bridge will financially force me into leaving Vancouver. Leave the current bridge alone!
864022636	I would support light rail & would use if extended to Washington.
864020252	Why tolls? If this project is for "the region," the States, and business, it seems someone should fight harder for more Federal "Obamma Bucks," or tax the the entire population of both States, not just the poor working stiff's whos employeer transfered them to a position located across a bridge. By the way, for all of you out-of staters, I payed tolls on the I-5 bridge already, back in the 60's. For as often as I use it, I can live with it the way it is for quite some time.
864019892	People who live in Washington and work in Oregon are already burdened by the amount in taxes we have to pay Oregon. I believe we should get a break on the amount we would have to pay in tolls.
864019710	No light rail!
864014777	make Oregonians pay sales tax & use that--reinstate the SUCCESSFUL program for license cheats & use that money
864013542	I'm against tolling of any kind. Get the money elsewhere !!
864013312	The I-205 bridge was Federally funded. You might want to check the laws before you plan on charging tolls on it now.
864010334	I feel very strongly that tolling ANY interstate is so very wrong. I believe that the interstates are supposed to be taken care with federal funds and we are not as gullible as those in the eastern states. Please quit wasting OUR tax dollars with this kind of foolishness.
864008077	If you toll the bridge I will move back to oregon. Then I won't have to pay your stupid toll or washington taxes. Hey it's a win, win situation.

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864006301	We are not going to reduce the number of vehicles on the bridge by reducing lanes-keep that in mind in planning the new bridge. This is the main no/so corridor in the western part of the country. It is not just for Portlanders!
864000132	Do some investigation of other bridges that use tolls in other large cities - ie the Bay Bridge in San Francisco for example and learn what works and what doesn't from them. Devise a positive ad/educational campaign to put positive spin on the plan and to educate the public. Pursue incentives that result in fewer vehicles using the bridges. In many places, such as Illinois, tolls have been in place for years. Learn best practices from these places to make this endeavor as smooth, high tech and painless as possible for the commuter and traveler.
863996307	The majority of peoples commute time are decided by their employer. Variable toll rates will be a heavier burden on the middle working class. I would prefer to see one toll equal all times of the day, everyday.
863986833	This survey is a disgrace. You are not asking for our input with these questions. You have already decided on what you want and are only offering what you want and something more than you want so that when the results come in you can claim "this what the people want" There are no options in your questions to reject tolling or reject the bridge altogether. This is typical of the way our local and federal governments acts. In the last few years we have have paid for 3 major repairs on the bridge This is now wasted money. Anyone in the private sector who wasted money like this would be fired.
863986527	this is enevitable we need to realize it and move forward!
863984176	Tolls are an obscene way to tax people for the priviledge of going to work. Oregon needs to stop their insane bullying of Washington residents who have no choice but to cross the bridge(s) to work. Clark County does NOT need, want, nor can afford a new bridge OR Light (aka LOOT) rail. Get a clue already! The answer is a resounding NO!!
863983520	We don't need the bridge if the morons who commute to Oregon would move over there.
863981614	no toll
863978137	Personally I DO NOT support the toll to cross the bridge. I work in Oregon and already pay in enough taxes to a state where I have no benefit or voice for my contribution. I think a portion of the tax revenue collected from Washington workers in Oregon should be designated to fund the new bridge project...NO new fees, taxes or tolls!
863973027	I do not support the toll
863965271	I pay 9% of my wage just for the honor of working in Oregon, of which I have no control over as my employer moved to Oregon. I suppose I could quit and draw unemployment? Maybe go on welfare...that would help wouldn't it?
863956160	Electronic tolls only function if all vehicles are equipped and the system maintained. What about those of us that do not drive it often enough to warrent purchasing another gadget?
863946489	It doesnt benifit the traffic at any time and a lot of people wont drive across briges if a toll is placed! Its not fair to the pepole that work in Oregon, they have to pay for gas, taxes and parking and thats enough taken out of your paycheck. Its hard enough in todays world trying to keep up with all the money that everyone wants or you have to pay out and its not getting any easier with things like a toll. My god!!! people are already loosing there homes because of things like this!!!!!!!!!!!!!!
863941752	I would support a toll only until the construction costs are paid off. I'm not supporting some new tax stream that will go on forever. Other revenues for upkeep should be found, like they are now. If I wanted to be the East coast with all of their toll roads, I would just move there. How beautiful is it that we can drive from Vancouver BC to Tijuana without a toll. This is something to be proud of. Taxes or tolls that have an end date might be more palatable to people as it is for me. Good luck with this important and difficult study you are doing!

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863941252	Tolling at variable rates is really a way to push people to mass transit/carpool. And, while I do support mass transit/carpooling (I ride the bus to work in Vancouver), I also realize that for many people the idea just doesn't work, you "can't get there from here" on mass transit. It would more than triple my trip time to take mass transit to church and when I go to choir, I probably wouldn't be able to get home at all by mass transit. Others who work in Ptld likely would have the same problem. So, having to pay even MORE money to go to work in Portland (I mean more than the income tax they already pay) makes this variable toll a severe burden on those workers. I don't have to go to Ptld during peak hours very often but I would start to look for alternatives if I had to pay a high toll.
863940447	I do not support tolls.
863936857	How will tourist and non-frequent user tolls be collected?
863934554	If you must toll, make sure you include everyone including bicyclists and pedestrians. Having said that, I am against tolls, especially for a bridge that is going to have the same amount of lanes for cars that the current bridge has. If a toll is implemented I would consider moving out of Clark County if I couldn't get a job in Washington. I always hear people talk about how the traffic is going to be less when the MAX comes to Vancouver. Everyone thinks that everyone else is going to ride the train, but I haven't heard anyone say they're going to ride it themselves (that can afford a car). I rode the C-TRAN 164 for 4 years and would often overhear people say they've switched to the bus from the train for the above mentioned reasons. (The 164, 134, and 199 lines are fantastic). Light rail is not going to solve traffic problems - look at US26 over Sylvan it is still jammed daily, the light rail does not help. (Funny how Oregon added lanes to this section of highway but they won't to I-5 in North Portland beyond 3 lanes). I work in PDX and I laugh when the people I work with (that live in Oregon) say they try to avoid riding the MAX when possible bec
863930074	Don't do it. We pay enough damn taxes as it is. Figure it out some othe way. Stop dinging our meter. Tax...tax...tax. That is all you people know. Cut some other BS program and use that money.
864333617	I pay enough taxes to Oregon. Take my portion of the bridge cost out of those taxes. If there were sufficient jobs in Clark County we wouldn't have all these commuters traveling to Portland for work. For decades the I5 bridge corridor has been ignored by Oregon while top notch roads were built in Salem and other places. Oh I forget, they put an HOV lane on the I5 bridge corridor - that helped allot.
864355816	Feel free to call and I'd be happy to share my thoughts. I promise it would be productive and not adversarial. Kip Branch 503-869-6876
864426836	OR is going to lose money by "it's my way or nothing" approach. If they don't want WA residents crossing "THEIR BRIDGE", we won't and their revenues will go down. Let's make a functional bridge that supports everyone's needs, Portland's need for an "iconic" bridge only shows their bloated ego's and lack of respect for anyone else!
864544098	I avoid any kind of travel to portland. It's a mess and I hate sitting in traffic, smelling car fumes, messing w/the environment, and using my car that has clutch. I hate the thoughts of someone tailgating me as they are frustrated and possibly hitting my very nice car. It used to be I could go to Portland to shop or find something Vancouver did not have and get back in a reasonable amt of time. Now it takes forever and requires a day of planning. I hate it when my employer has mandatory meetings in portland. I would rather stay in portland, catch dinner, and drive home after rush hour. And, that is no longer financially possible. Thank you.
863921613	yeah, stop studying and get to fixing. That whole part of I5 including delta park to the rose garden sucks.
863921083	Guarantee that once bridge is paid off - the tolls will be removed - that would increase support
863920792	I am greatly in support of tolling, the more it costs the better.
863917915	I don't support tolling at all.

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863913498	The current plans, from what I've read, will not vastly improve traffic and are too expensive. Unless travel lanes are added the entire new bridge is a complete waste of money. Travel lanes for bikes are useless in reducing congestion as it is simply too far to expect people to commute via bike in this climate. We use transit now via express bus service from Fisher's Landing transit center. The only way transit could work over this area would in an express format. Light rail takes too long and too many stops to get to the city center. Express route bus service already takes more than 1 hour each way during normal commute times. Mass transit should not have to pay tolls. Toll boats wishing to lift the bridge during peak times as well. One retired old man in a sailboat can cost 50,000 people 15 minutes of commute time each. Bridge lifts for recreation should be limited to non-peak periods and tolled just like cars.
863911777	I think it would be helpful to provide some estimates about what dollar amount the tolls are likely to be. If it's only a penny, then I don't care at all. If it's \$10 then I care alot. A lot of the questions you are asking depend for me on the amount the tolls would actually be. I know you might not know exactly how much they will be, but I'm guessing you could figure out ballpark values that would be very helpful for the conversation. Also, comparing costs of other toll bridges would help put things in perspective. Thanks.
863911726	I support tolling both the I-5 and I-205 bridges to fund the new I-5 bridge as long as the tolls will be terminated once the bridge is paid for.
863908901	the answer is to add a bridge in camas and ridge field area to remove the stress off of the I-5 and I-205 bridges. max is not the answer
863908682	I'd take Max instead of driving some times, if it came over the bridge. And I'd be more inclined to pay a toll if Portland and ODOT were NOT involved in it. The State of Oregon is not effective with their transportation projects and their people don't pay their share of costs, while they use washington citizen's taxes.
863907772	I think we pay enough taxes to cover these costs. No more taxing!
863905636	I commute with a carpool from Portland to Vancouver daily. I think there needs to be more public transportation options between these two cities. I also think people need to be encouraged to take advantage of those options by applying high tolls on I-205 and I-5 during rush hour. Unfourtunaltey without any cost incentive, I do not think people's driving habits will ever change. People SHOULD NOT be encouraged to keep driving by creating a new improved bridge with more lanes.
863904826	Make sure all the bicylists and pedestrians get nicked with the toll also.
863904441	Money for roads is spent inappropriately. If the money that has been spent on bike paths and bike bridges etc and the money spend on the illegal hiriing hall in Portland and other Portland expenses that are totally rediculous mis-use of taxpayers money, then there would not be a need for tolls. That is only a few of the miss-uses, get lean on spending and put the money where it belongs...Oregon taxes washington residents to work in Oregon then miss-uses their money and does not give them a right to vote on anything...No new taxes..this includes tolls.
863903629	This would be a huge burden for me financialy. I've already looked at riding my bike/transit, but there are no bus lines where I work. (NE Portland) by air national guard.
863901901	Skip variable tolling. Social engineering of this type is a waste of time and resources. Stick with a single toll fee. PERIOD! Stop trying to force people to do something different. That's not your job. My job is to get work done without the government intruding in my travel plans regardless of where I want to work.
863901501	I support the electronic toll transponders, they work well in Washington at the Narrows bridge. I DO NOT support at all the variable toll, I would protest this action as I see it as unfair, you use the bridge, you pay the toll -simple. Do not pennalize people for when they need to drive. I do not control my hours when I need to use the bridge so do not hurt me please.

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863901177	I don't feel you can toll the I-5 without tolling the I-205. You will create a traffic nightmare on the untolled bridge
863900075	LIGHT RAIL! MORE PUBLIC TRANSIT! SAFER BIKE LANES!
863899439	I do not support tolling at all. This bridge is on a federal highway and should be built with a minimum of 90% federal monies.
863899126	I am against the Bridge Tolls on either bridge. Huge amounts of money have been spent on studies, and surveys regarding the I 5 bridge. I think it is time to stop the studies and surveys and put that money to use on the new bridge. This has been going on for long enough.
863898808	This survey did not specify what times of day would be considered peak commute times. That would have been helpful for answering questions 7 and 8.
863898723	no toll for Washington residents who work or go to school in Portland
863896704	no tolls for Washington residents that work in Portland
863895818	I'm very supportive of pay-per-use models that incent use of public transit and no-carbon travel methods. I'd be even more supportive if the tolling solution included (1) reduced or zero tolls for low income residents who need to cross the bridge to work, get access to medical care or visit family, if public transit is not a reasonable option; (2) reduced tolls for hybrids/motorcycles; (3) no tolls for zero-carbon emission vehicles.
863895663	Why not go 4/2 (instead of keeping them 3/3) on the lanes to help with heavy commuting that only occurs in one direction?
863895286	Clarification for Q 11: I would be supportive of collecting early tolls only if electronic tolling is available. Clarification for Q 12: I don't believe that tolls should have different rates depending on direction of travel...why should residents of WA be penalized over Oregonians (web site indicates this). Finally, I certainly hope that light rail infrastructure is being designed to support speed routes (fewer stops) during 'peak hours' so the increased number of stops on the yellow line don't lead to an unrealistic commute time, which would discourage this option for many individuals.
863893122	The bike path through delta park on the Oregon side is bad. Improvements to the bike path across the bridge should take this area into consideration.
863891277	I think that only one bridge should be tolled, that way people have an option to go the other route if they don't want to pay the toll. I am more for expanding the freeway to more lanes (like a four lane freeway) to help cut down congestion, like they do in Seattle and California rather than charging a toll for the bridge. They've been doing that for the Hood River Bridge and I've never seen improvements or for that matter the cost going towards a new bridge.
863891134	I don't support the use of tolls at all because I believe the benefits extend beyond the "users" of the bridge. Many "non-users" benefit from the interstate travel. Businesses in both Portland and Vancouver benefit from out of state customers who will be less likely to travel between OR and WA with even a small toll. I would support a tax (sales, gas, registration) far more than toll. Tax also creates a more stable income than a toll. A toll that achieves it's desired result of reducing traffic, reduces revenue, which will require an increase in tolls, which further reduces traffic and revenue.

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863890820	I am opposed to the current concept. The argument about cannot have a cable span (or a Fremont Bridge design, which would have less impact on water wildlife) for 300 flights in/out of Pearson is ridiculous. The current plan says we should reward Vancouver area for bad layout. The flights in/out of Pearson can be changed, and a cablesan (similar to Fremont Bridge design) would not affect PDX takeoff/landing. There should not be 6 lanes in each direction. There should be 4 lanes maximum plus pedestrian/bikepath. The four lanes should have one for carpool, one for lightrail and BRT combined, and the other two can be one for SOV and one for freight or some combination thereof. The studies on impact of waterlife is not sufficient, and tolling is a poor tax. From the research I have conducted, people who have to drive to get to work are typically lower income and blue collar because of where they can afford to live and where they work has no efficient transit access. If TriMet and C-Tran had proper funding to provide a level of service that makes each usable for everyone would help make tolling be less of a poor tax. I think the CRC need
863889086	No tolls, if they put a toll on either or both bridges we would be less likely to travel to portland or use the St John's bridge.
863888235	None of this will help if I-5@ Delta park is not widened. The bottleneck it what makes it SO BAD!
863887853	Do not toll both bridges! That is too much. You will lose business coming to PTD to shop from Vancouver and vice versa. Not a good plan at all. Figure out another way to pay for this bridge. All of us commuters don't commute because we like it, we commute because that is where our *** jobs are! If you toll then we become like Florida or California! Good grief enough already. I already pay way too much Oregon Income tax and I don't even live in Oregon. Please don't make my daily commute more expensive, with gas going up to almost \$4.00 a gallon, thanks, this will just add to my burden!
863887456	Tolling of any kind will be a financial hardship for workers from the opposite state. Also it will be a hardship for fixed income. Everyone I know in WA will STOP spending their \$ in OR. We'll drive NORTH v.s. into Portland for needs. Upside is that the economy in WA will increase but OR will feel the pinch. NOT in favor. In fact, the simple solution would be for OR to open the HOV lane. Once that occurred in WA, the commute was much decreased!
863887035	No tolls period.
863886434	I feel this cost should come out of the State income tax I pay oregon. I don't use their schools and I can't vote for representation there.
863885591	We need this bridge, tolls or not, so we must build it.
863884627	I'm strongly opposed to anything that does not decrease congestion. In particular, Mayor Adams has made comments in the past about restricting the number of lanes so that traffic congestion forces people to forego travel or use other means. I do not have words sufficient to express my opprobrium of this idea.
863883874	The toll should end when the bonds are repaid. Minimize the hwy interchange work to save on costs.
863883750	like I stated earlier, use the commuters Oregon state taxes to pay for those bridges. I have paid Oregon state taxes for nearly 20 yrs and have never had a voice or a say as to how that money is spent.
863883057	Tolling hurts the already suffering everyday Joe Schmo just trying to scrape through with his family. Find another way to finance this project or bag it!
863881649	I would much more strongly support tolling if it were both a variable rate and based on direction. So driving from Vancouver to Portland at 8AM would cost more than Portland to Vancouver. Have there been any studies done to see what the impact would be on area businesses, where employees would change job locations to avoid the toll?

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863881386	Too little too late. I do not support paying more money to cross that bridge and will fight it. I pay enough taxes as it is. Enough is enough. Poor planning has resulted in this and now, as usual, the tax payer foots the bill.
863880261	I understand the need to raise money in addition to the federal and state funding for this project, however both my husband and I work in Portland and we have 2 children that are very active in after school programs. Because of this, quite often we have to drive separate cars to be able to leave work and get our children to their activities. I would love to be able to use public transportation more than I do now (I usually park at the Park & Ride at Sandy Blvd. and take MAX into downtown), however, there is not a convenient C-Tran bus route nearby and I would literally have to leave my house 2 hours before the scheduled start to my work day in order to get to work on time, not to mention that there is not a viable option for my return trip to Vancouver. As I see it, if there were tolls on both bridges, my husband and I would take a big financial hit for being responsible working people. I also think it doesn't make sense to try to implement this program at a time when everyone is struggling financially.
863879310	Build a big enough bridge to cover the transportation needs of the area for the remainder of the century. Use "vision" not blinders to plan for the future.
863878356	Please start with the I-5 bridge and study how well it is received before you burden everyone with additional commuting costs.
863877762	NO TOLL !!!!!!!!!!!!!!!!
863876663	The cost of the project should be reduced to point where tolling is not needed. Mass transit is much too large of a capital expense to justify tolling everyone else. I vote my wallet.
863876360	Tolling is another tax. Get your act together and quit wasting the massive amount of tax money we already send you.
863873929	I would propose only tolling one way, depending on time of day - toll the southbound cars during the AM commute, toll the northbound cars during the PM commute
863873919	I already pay Oregon state taxes and do not live in the state - the idea was because I use the roads. I feel I already pay enough to work in Oregon and do not need to pay a toll also. Taxation without representation.
863873411	Oregon makes Washington residents pay state taxes if they work here. They do not get any tax breaks that Oregon offers to Oregon residents. For instance if you buy a hybrid car you don't get the Oregon tax break on it. That is extra money to the state that is not expected to get. Over half of the Vancouver population works in Oregon. Washington does give tax breaks to Oregon residents. My mom comes to visit me from Grant Pass Oregon and we go to Walmart she just has to show her Oregon ID and she doesn't have to pay tax. I think Oregon shouldn't be so greedy and treat the Washington residents with the same respect as Washington treats Oregon residents.
863872147	Since I work in Oregon and also pay taxes in Oregon, I think it is wrong to have to pay a higher toll during my commutes. I have no options other than drive due to the location of my work, and minimal hour flexibility. I think Washingtonians who pay Oregon taxes should get a break considering Clark county is the third highest tax base for the state of Oregon, and get no benefits for the taxes we pay in. Therefore adding a higher toll to people already paying taxes to Oregon is unreasonable. Oregon needs to start paying for the taxes they receive from Washingtonians in the form of mitigating the tolling of I-5 bridge.
863871796	How can you do this to people barely making it as it is? What should we do without to pay for this, our kids food, their clothing, or perhaps my daughter's insulin? How do you people sleep at night?
863871450	It does not take forever to make recommendations. Thank you.
863871349	n/a

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863870981	I am all for creating a better situation across to Vancouver - even the I-205 bridge gets horribly congested during commute time - I have to leave from one to one and a half hrs early just to get to a disc golf game at Leverich by 5:30pm (which means I can't go because I work until 5). And it's just as bad during the holidays. I'll support whatever you do....gotta pay for it somehow :o)
863870872	Why have a stimulus package if you will not fix infrastructure. Also I-5 needs to be completely redone through Portland in order to see any savings and that has not been addressed. Before a new crossing happens why don't we fix the highway?
863870307	Would support a flat rate toll only.
863869041	I commute daily to Hillsboro and do not want any tolls or agree with the bridge plans
863868998	Either toll both bridges (5 and 205) or neither. Putting a toll only on the I-5 bridge will just shift traffic on to I-205.
863868359	When you think about it, residents of Southern Washington already pay a toll to work in OR - the Oregon income tax, a toll because we have no representation but are required to pay.
863867601	Improve access to alternatine/non-vehicle crossings. Various transit alternatives and bicycle.
863867324	I cross to save \$\$ shopping. If it costs me to cross i will shop locally if
863867073	I used to live in the SF Bay area so tolls are not a new concept to me. Those that have never had to pay will be less receptive to the idea I would assume.
863866506	Most people in Vancouver use the bridge to commute to Portland for work. Tolling AND taxing the working class excessively is a shame. The people will have no choice, either pay the tolls to get to work or find work in Vancouver, which is nearly non-existent due to the economy these days.
863865033	I have to travel over the 205 bridge for work. I should not have to pay for a bridge I am not using. I am not for any tolls but if you need to collect tolls to fund the new 5 bridge then it should be paid for by ONLY those using it.
863864881	I don't think that tolling I5 will work without tolling I205, too. Otherwise, you're just increasing the carbon input into the atmosphere because people will drive 14 miles to avoid the bridge. And you'll increase congestion on 205. I'd rather pay increased taxes than a toll. I just think tolling is an unrealistic "option"
863864285	As you may have noticed. In question number 5, I indicated I am in favor of a western bridge. I think that a western bridge should be the first bridge. Traffic could be routed that direction during the renovation(raising) of the existing bridge.
863864198	I use the 205 daily to and from work. I have no interest in travelling to Vancouver for any other purpose. I prefer to live and work in Oregon.
863863147	Tolling solution MUST be motorcycle friendly. No equipment or card that can be stolen off of the bike.
863862837	A bridge to the east of I-5 would solve a lot of my problems
863862199	Are there varying toll time lengths on the table? How long is the pay back period for the construction phase? Can we keep the old bridge in service with a reduced toll for those who choose to use it? I would like having that option.
863860369	Tolling these bridges would be a huge mistake for both states....each state would lose out on additional revenue as less people would be crossing over....also individuals would need to look real hard at working in a state they don't live in.....I personally wouldn't be interested in commuting over these bridges if that were the case
863860145	I really hate to see a toll on either the I-5 or 205 bridge. If it's inevitable than just toll the new I-5 bridge once it is built.
863858442	i don't like the tolls because we already pay taxes, but if it is the only way to go, I will support tolls for both i205 & i5 if they build the MAX line for both bridges. I would use the MAX from east Vancouver to East Portland.

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863858381	Most jobs will not care that there is variable tolling, just that employees need to be at work on time.
863857818	I am a single mother working in Oregon and living in Washington. By having a toll would make me quit my job. It is hard enough working and getting taxed in a state I don't even live in. I do not support this at all!!!
863857562	What checks and balances are put into place to ensure that all the above responses will ACTUALLY results in completing your goal without adding additonal costs if tolls were taken before the start of the new bridge? Checks and Balanaces are the most important aspect of this project to keep all involved honest and on track.
863857383	Charge the non local commuters a high toll rate than local commuters
863857303	Find the money first ---or stop working and wasting my tax money on drawing up right of plans No, No, and No--we don't want tolls!!! Disband the committee. Tolls are not an option!!!
863856258	Tolls need to be graduated to allow those of lower incomes to pay lower tolls. I don't think, however, that the poor should be allowed to travel toll free except by transit, bike, or foot.
863856183	Clark County residence that work in Portland already pay taxes that into Portland. Don't make us pay more!!!
863856076	Would like to see a monthly toll for those using the bridge daily (discounted) versus a single toll for the occaisional user.
863855733	WA gets the benefits of the OR highways much more than OR gets the benefits of the WA highways, yet OR pays for all of it. I am supportive of finding a way to make this all more equitable for OR taxpayers.
863854562	My answers might be different if I knew about how much the toll might be. You will definitely have to add a toll to 205, otherwise many people will just go that way. This is not toll-related, but I think the bridge should have some living plants/trees on it. I am sick of concrete.
863853634	I understand that you feel you need to get more monies for the existing and new bridges. There is a reason why I-5 is a "Freeway". The same with I-205. Our taxes have paid at lease once for these bridges. Build the new bridge 5-10 miles west of the current I-5 bridge (like I-205 is on the east side) and toll it---ONLY!
863853399	Flat rate tolling only. Some commuters will not be able to adjust their work schedule for lower rates and they would feel singled out.
863852890	Anyone who works in Oregon but lives in Washington (taxed without representation) should be exempt and the State of Oregon should pay that part of the bill for that commuter as long as the bill is lower than the taxes paid that year. I live and work in Washington, but I feel strongly about this for people who live in Washington and work in Oregon
863851754	1st preference - no tolls 2nd preference - toll only for commuters during commute time (often employers will compensatae commuters) on weekdays 3rd preference - variable rate tolling on weekdays only but no tolls on the weekends when shopping and leisure travel occurs No tolls for anyone under the poverty line, including students Max on tolls - \$3 per roundtrip
863850830	Add another small bridge in between I-5 and I-205 because as soon as you cross the river into Vancouver traffic is fine.
863849433	A very biased survey. If you really wanted to know what people thought about tolling you would have asked if they supported tolling at all and what they were willing to forego if tolls were not collected.
863849424	In my opinion question #11 forces the survey taker to support tolling. I do not support tolls on either the I 5 or the 205 bridge crossings. If this becomes the case, I may move back into Oregon or move to a location in Washington that will allow me to travel into Oregon with out a toll.
863849397	MASS TRANSIT PLEASE

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863848709	I pay enough taxes without paying a toll which it appears would never come off. Take trucks off the bridges or toll the businesses that make money clogging up the freeways and damaging the bridges.
863848621	Many Washington residents pay ridiculous amounts of state income tax to Oregon every year and receive nothing from the Oregon governments except bridges and roads to work. therefore, Oregon and its municipalities/counties should bear the full cost of any river crossing improvement costs, and tolls should not be used at all.
863848559	If there is any toll, it should be on both I-5 and I-205. I-205 has more than its own share of traffic problems now and a toll on I5 would move more people to 205. We usually take I-5 into Portland because the traffic is lighter. Northbound is usually the same as I205.
863848367	Would like the toll to be fixed and end by a certain time period. Do not want lawmakers using the toll bridge for education, highway funding, schools, mass transit after the bridge is done and completed.
863848296	I currently commute to Portland for work because I cannot afford to live in Portland, and cannot find work in Vancouver that pays a living wage. A toll, unless very minimal, will be a financial burden to my family.
863847889	This could be an undeveloped thought, but I supported tolling when the new bridge is available, since by this time the new bridge construction would hopefully be providing new jobs for people in this area to help them afford to pay the toll, versus tolling people in a suffering economy (hopefully not in 2012, but you never know), while not pouring any money back into the people.
863847356	Vancouver and Clark County really need to encourage business to move to Vancouver so perhaps there won't be so many of us having to pay a toll and use the bridge. We already have to pay taxes to work in Oregon and now we will have to pay to get to work. Doesn't seem quite fair.
863846291	I might support tolling the I-5 bridge if it were limited to tolling during the project to build the new bridge. I think if you toll I-5, I-205 will become more congested and tolling both bridges would cause an uproar from all of us commuters. If you really want to improve things, add light rail to the East side of Vancouver also. I work at Lloyd Center and it is much harder to commute from the East side as most commuting options take you either to downtown Portland, or you have to transfer several times and leave super early in the morning to get to work on time. Thank you for at least giving the "people" a voice, whether you really listen or not.
863845323	Completely against tolling altogether.
863845028	how about keeping the bridge and adding another small one with light rail. If we need tolls then we can't afford the bridge!
863844602	There should be more options for people who want to take the bus. Currently I do because we only have 1 car. The times of departure to PDX in the AM are too early for my work schedule. I get to work 30 min early every day I would rather be spending that time with my family, in turn it is the same for returning back to Vancouver. There is no 5:00 bus, I have to wait till 5:20, and then I wait because I miss the connection bus at the TC. If we had a second car I would just drive. If it was easier, and more choices to choose from I believe many more would choose to take the bus. Also making the cost of the Commuter pass lower by using toll fairs to compensate would also allow more to take the bus as well. When it's \$150 a month for a pass and you would spend the same in gas even if it's a little more taking the car is faster and gives more options. I saw you mentioned giving incentives to those who car pool or van pool, but not to those who use the bus transit. Taking the buss gets the most cars off the road. Your incentives should be geared towards

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863844137	With jobs scarce, money tight, and prices sky rocketing, why on earth would it sound like a good idea to add one more thing to a person's bills. Everyone feels they should wring that extra little bit out of the citizenry's pocket to make up for their agency's deficit. Where am I to get that extra money being required of me every time I turn around? Fine—the work needs to be done. However, you may want to wait until we, the people, have a little more cash on hand. I'm already doing without to put food on the table. Now my children are supposed to do without some food to pay for me to go to work? This is all horribly depressing.
863840623	NO TOLLS - MANY MANY Washintonian's pay OR State payroll taxes and have zero representaiion - earmark those dollars to pay the bridge fee
863840342	Tolling alone won't help; congestion is dreadful with I-14 dumping directly onto the bridge, plus the bottleneck at Delta Park. Those problems need to be fixed as well. HOV lanes on the Glenn Jackson Bridge as well as up and down I-205 would be helpful. Would also be nice to have light rail in Vancouver, but not if it's set up the way Tri-Met has it in Portland. I won't take light rail if the platforms are open to non-ticket-holders; it's clear the "honor system" doesn't work and I won't ride if I don't feel safe.
863840152	No toll
863839851	A couple dollars a trip for a low income earner will not work as the unemployment is high here.
863838686	I wouldn't support tolling prior to the beginning of construction on crossing project improvements for fear that the project would be derailed and politicians would use the funds for other purposes.
863837766	Yes, don't toll!
863837423	tolls must be for the bridge only.
863837384	I object to the very concept of tolling. At a time when your messiah spends 1 Trillion dollars on wasteful programs, why not spend the money on an actual federal highway and not have tolling.
863837276	Please don't skimp on lanes. Max transit over the bridge is critical. Double tracked max transit would be even better. Please consider instituting a dedicated freight lane with a higher toll.
863836873	I am usually commuting against the OR/WA traffic - I live in Portland and commute into Vancouver for work. I am opposed to paying a toll on the I-205 North bound side in the mornings and South bound side in the evenings because the traffic flow on these sides is much lower. Also - I commute into downtown Portland only once or twice a week FROM Vancouver for schooling, and again I'm not adding to the toxic traffic situation of the Vancouver residents who commute into Portland. What incentive do I have for supporting tolls if I'm not contributing to the massive traffic headaches, yet I still pay for them with a toll? I guess I am penalized for working and living in two different states. :(
863836818	I travel from Portland to Vancouver each day via 205 - and experience almost no congestion either way. I see almost all the congestion on I205 is coming from people who live in Vancouver coming to work in Portland. I don't see why you would toll people on I205 if we don't have a congestion issue for people doing the reverse commute into Vancouver in the day, returning to Portland in the evening. If you have to toll on I205 - why not toll the people that are creating the congestion (those coming into Portland to work in the morning, and leaving and returning home at night).
863836713	No
863836542	Public transportation in Washington is a joke. It takes over an hour to even reach Washington by public transportation from my house (15 min driving) and then once I get here, there is no transportation to my job. Washington needs to step up to the plate and provide light rail to hook up with Oregon. The bulk of the congestion is still Washington residents traveling to Portland to work and shop.

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863836451	Why should people be penalised with a higher toll during a 'peak' time? Most people cannot choose what time they start work.
863836309	no
863836216	People who commute across the bridge can't necessarily control the hours they are required to work, and variable tolling seems punishing to those who work a normal business week. Also, not that the CRC can control this, but it's crazy to ask us to pay more to commute to work in OR when we already get double taxed for working there.
863836051	Have Oregon provide all tax money they get from Washington residents (for which Washingtonians receive no benefit and don't receive back in tax refunds) to fund this project. And don't fall back on the privilege of getting to use the Oregon roads because people who travel through the area don't pay state tax to Oregon and still get to use the roads. If Oregon won't go for this then have Washington charge Oregonians the sales tax they should be paying and put that towards the funding of this project. Put an end date to the charging of tolls. Don't let this be another project where the tolls are only temporary until the Politicians decide that they need more money for something else and just keep the tolls coming in. Another San Francisco where increasing sales tax for 3 years to pay for the rebuild after the 1987 earthquake. Then after the 3 years is up not only keep the increase but raise it again. It never went down. Set a time for the tolls to go away then make it mandatory that they do just that....go away. The I-5 bridge was already paid for once with tolls....how do other states get bridges paid for without charging tolls? Just a few questions from a
863834030	This is ridiculous...the only thing that tolling will do is speed up Oregon economy's spiral downward into bankruptcy.
863834010	I would only want to start paying a toll starting in 2012 prior to the bridge opening if we had a guaranteed completion date. I don't want to start putting money into something only to have them go far over the budget and deadline. I hope that they have a really good idea as to the costs and then they should add 30% to help cover unforeseen costs. I hate to see projects that cost 3x the amount originally estimated. Also, I don't want the toll money to be an excuse to overspend on the project. I work hard to earn a living and I don't like to throw my money away. I am more than willing to pay a toll if it is what's necessary to build this new bridge as long as it's not to just make the bridge pretty. :) To be honest I like the 205 bridge I think the simplicity helps to accent the natural beauty of the river and hills.
863833292	How much are tolls? Are we talking about \$.03 or \$2.00? I feel everyone has a responsibility to help pay for the bridge and I view it as an important and necessary improvement. The only concern I have is being tracked electronically in my vehicle. I am very opposed to that and feel there is a potential for abuse of privacy. I do not feel private citizens/individuals should be subject to any sort of tracking. Thanks for your time.
863833154	I want to see tolls with at least some of the money going to support better mass transit and bicycle options. However, I don't really think that variable tolling supports my goals. In fact, doesn't variable tolling in essence encourage people do drive instead of taking mass transit for off peak hours?
863833108	For commuters that travel to downtown Portland - light rail would not be a good solution, unless there were express trains. Today, it take me less time to ride the express buss from 99th street to downtown Portland that it does to ride the train from the Expo. Riding a train from Vancouver would add at least an hour each way to my commute.
863832618	off-peak should have no toll at all
863832336	There needs to be a tax break offered to those working in Oregon to offset the toll being that we are taxed by Oregon for working here but don't see any benefit from it by taxing us with a toll you are double taxing us and a dollar for dollar credit should be made available to Oregon Non Resident Filers!!!

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863832201	We need the bridge replaced, regardless of the cost, so though we don't like paying more, bottom line is we have to pay for it somehow...and if tolling is best, then so be it. Also I really likes the wind turbine idea that I saw in the Columbian last Winter....I like any idea that would help the bridge pay for itself and wind turbines generating electricity sounded good!
863831955	Build a bridge from Camas to Troutdale/Gresham area to help divide the traffice off of I-5 and I-205 even more.
863831896	I believe that because we work in Oregon and pay Oregon State taxes, we should be exempt from paying toll charges. A portion of our taxes should be going toward upkeep and new improvements of our roads and bridges.
863831076	I'm against the toll in general. Who do think will be actually paying for the bridge...WASHITONIANS. We already pay Oregon taxes, with no benefits to show for it. Those people who live in Washington will be the majority who ends up paying the tolls. What will the Oregonians actually have to pay..?? Little to NOTHING. Not fair, nor do I agree with how the cost is being presented.
863830772	what plans are there to insure that people Communiting INTO washington in NON PEAK direction are not penalized (ie paying peak tolls during comute hours) for using the bridges?
863830722	This bridge should not be purchased by the people that work in Portland and live in Washington. This is a major trans-continental throughofare that should be paid by the feds and states.
863830213	It would be nice to have light rail going over the bridge prior to tolling to give commuters that option. C-Tran has limited routes/times and is more more expensive than Tri-Met.
863830040	This Tolling program unfairly targets Washington state commuters. Washington residents already have their paychecks taxed higher because they have the "privilege" of working in Oregon while living in Washington. Washington residents should not be subsidizing Oregon's lottery payouts, failing public schools, and lousy planning of the urban growth boundary, yet we are. Before any kind of Toll is imposed, Oregon needs to change this tax situation and the bogus practice of siphoning money off Washington residents. The toll will just be one more way the state of Oregon takes money away from Washington residents to fund their state projects.
863829934	For tolling, my ideas are this. Start tolling both bridges right now and add MAX light rail stations in both corridors, as soon as possible. Repair bridge as needed with existing tax dollars, to hook up to light rail in both corridors use the tolls to build light rail only usage tunnels under the river-no car or other vehicle usage. Furthermore, continue the tolls for maint of all systems, but make it all one rate. People are commuting for a reason, why penalize people to got to work??
863829837	By adding tolls to both bridges, you are going to affect the economy in the WA/OR border areas. Right now I currently live and work on the Columbia on the WA side. I almost daily cross the bridge to go to lunch or quick shopping trips. Part of that is not having to pay tax. If I have to pay a toll now to go over, there is no incentive of me to go over there for small trips. The Jantzen Beach economy is already struggling and they depend alot on the WA residents coming over. Also the new Cascade Station would be affected. Lets just say that I'm not going to go over to Yo Cream after work if I have to pay a toll to do so, and that goes for shopping at all the other small ticket shops on the WA/OR border. I think it is pretty ridiculas to have to pay a toll to get in a state. There would be absolutely no way for a Vancouver resident to get into Oregon without paying a toll. Toll the 1-5, I understand that. Tolling 205 makes no sense. I would think most people would rather have a way into Oregon without a toll then having a cheaper mandatory toll
863829556	Keep up the good work. I know you can't please all the people all the time, and we're increasingly a nation of whiners. You have to make tough decisions and stay with them. thank you for your efforts

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863829532	Cascade Locks and Hood River already have tolls. It is not a big stretch to toll I-5 and I-205
863829226	MAX Light Rail to Vancouver!!! MAX Light Rail to Vancouver!!! MAX Light Rail to Vancouver!!! MAX Light Rail to Vancouver!!! MAX Light Rail to Vancouver!!! MAX Light Rail to Vancouver!!! times eleventy-infinity!
863829078	I would avoid going into Oregon if a toll goes onto both bridges. I'll shop, work and play local in Washington State. Work with the money that tax payers already give you to do your work. Let government give up unnecessary luxuries and idiotic spending that cost everyone else's hard earned cash.
863829075	I do not support the tolling of I-5 or I-205 bridges. And if you ask anyone, no one else supports this either. Listen to what the people are saying. And support the people, and the people with support you.
863829014	I believe the funds for this project should come from sources other than tolling (like from our taxes for road improvements). But if a toll is to be imposed on us, that a date be given as to when the tolls will be discontinued. To me tolls come across as an additional tax and therefore I am against having tolls imposed on us. I am even more against having tolls imposed without an end date.
863828983	Since I work in Portland and live in Vancouver I already pay heavy Oregon taxes. I cannot afford yet another "minor" tax (toll). I have already postponed retirement due to the economic climate. I suppose it is inevitable that tolling will occur and I have no objection to building a new bridge but not to finance it by taking a bite out of my paycheck.
863828201	Why are you considering tolling booths? Why don't you start addressing possible costs before you jump in head first? Once tolling is established it could be increased to whatever the market would bear. Why don't you wait until you have enough money to pay for a bridge instead of trying to let us poor working stiffs pay for the new bridge that will probably take until 2065 or later to get paid off. I have all I can do to pay for the gas to get to and from work. What is your motto? "Sock it to us working stiffs."
863828115	I AM TOTALLY AGAINST ANY TOLL. I WOULD LIKE THE TS COMMITTEE TO STATE WHERE ON I5 A TOLL IS NOW IN EFFECT AND WHEN (IF EVER) COULD THEY PREDICT THE NEW TOLL WOULD END. IF THIS IS SUCH A VITAL PROJECT IT SHOULD BE EASY TO DO USING "SHOVEL READY DOLLARS" FROM THE RECENT STIMULUS PACKAGE. INDIRECT TAXES DO TO THE INCREASE COMMERCE AND TOURISM FROM A NEW BRIDGE WILL PAY FOR THE NEW BRIDGE IN INCREASED REV TO THE GOV.
863828028	Variable tolling should take travel direction into account too, not just time. Peak price should be in the morning for southbound traffic and in the evening for northbound traffic since congestion isn't generally a problem in the other direction at these times.
863827999	People won't use light rail if it takes longer to get into Portland than driving. Light rail has too many stops between Vancouver and Downtown Portland. It would need an express rail lane to be used. Otherwise just have a carpool lane.
863827346	Just say no to toll.
863826845	Tolling of bridges should not be the answer and will drive a spike between the Vancouver and Portland communities. This idea is a political expedient way of paying for ignorance and inefficiencies along with poor business planning of government.
863826528	Currently Oregon takes 9% of my income, and does not provide services to me. (The City government does, and that is funded through property tax. Other service is funded through gas tax and I pay that too.) Require Oregon to spend that 9% of income taxes from Clark County/Washington State citizens on the bridge. That is the ONLY fair option.

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863826415	Dear Sir or Madam, The way in which the questions are written are skewed. The survey assumes that the survey taker is already in support of the tolls. I am NOT in support of any tolls, therefore questions #5 - #9 and #11- #12 do not apply to me. I also noticed that you do not even ask if the survey taker would be supportive of installing toll bridges on I-5. That would be an important question and it would alter the rest of your survey. Your survey needs to be more objective. Toll stations were placed in the Northeastern region of the U.S for the same transportation reasons- however they were suppose to be a temporary fix. Today, the toll stations are still there. Would these proposed structures be a permanent fixture on the bridge? Additionally, since more people commute to work from Vancouver to Portland, the majority of the tolls would be paid by the Washingtonians. How fair is that? Again, I am NOT in support of toll stations on the I-5 or 205 bridges.
863825747	I DON'T SUPPORT TOLLING FOR THE SAKE OF TOLLING, HISTORICALLY IN SW WASHINGTON TOLLING HAS TAKEN PLACE, BOTH ON I-5 AND THE ASTORIA BRIDGES UNTIL THE BRIDGE OR REPAIRS HAVE BEEN PAID FOR, NOT JUST TO BE THERE AS A SOURCE OF REVENUE. I AM OPPOSED TO TOLLING JUST FOR THE SAKE OF TOLLING.
863825409	Build another bridge somewhere else so we have three bridges. We need three bridges. Once you have two functioning bridges, then replace the I-5 bridge. We need one east of the I-205 bridge.
863825294	TOTALLY AGAINST THE PROJECT TO BEGIN WITH - THE PEOPLE OF VANCOUVER ARE AGAINST THE PROJECT AND SHOULD NOT BE FORCED ON US JUST BECAUSE THE POLITICIANS & PORTLAND WANT IT.
863825238	If there was tolling, how long would tolling be effective? 10 years then phased out?
863825085	Tolling I-5 in my opinion will only push more traffic to I-205. Tolling both bridges seems to be unfair to those commuters that do not work in Oregon and do not use the I-5 bridge. Maybe a solution would be to offer a toll-free pass for registered carpool and vanpool vehicles. The pass could be fee-based and/or limited availability (only distributed by participating employers) to reduce fraud efforts, but would be a reduction of what standard tolls would be.
863824994	Most of the commuter bridge traffic for I-5 and I-205 is from WA residents working in Oregon. We already pay Oregon income tax for one reason...transportation. Charging us both OR income tax and a toll to use your bridges is unfair. Stop making WA residents pay for government programs other than transit and roads with our income tax dollars and you should not need toll bridges. Historically, once a bridge is made toll, it stays that way for life (i.e. Golden Gate Bridge).
863824543	No TOLLS Period. Local government does not use the money they have effeciently. Why give them more?
863824403	If it can't be done without tolls, don't do it!
863824050	The federal government should be picking up the cost of the bridge! No tolls!
863823511	It can be very frustrating to drive in toll road areas. I prefer to have taxes pay rather than tolls. Tax me another \$40 a year and forgo the tolls. I don't want to have to worry about the tolls adding up at times I do a lot of interstate travel. Maybe a monthly toll for retail commuters. I shop Portland when I can't get things in Vancouver.
863823354	Drop the Oregon Income tax for Washington state residents & I will fully support a toll. Until then, I am already paying a hefty fine for travelling into Oregon from Washington.
863823199	I am not a fan of tolling at all. Make carpools exempt from the toll as an incentive to improve traffic flow. Also, increase the incentive by tolling large commercial traffic more during peak hours too.

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863823097	The back ups are not caused by the bridges. The back ups are caused by I-5 on the Portland side of the river. Too many on ramps and lane decreases. I find it amazing that when I go over the bridge towards WA, the traffic starts shaking out & the back up is gone! The Delta Park & Jantzen areas need improvement, not the bridges.
863823035	No tolls for bicycles or pedestrians
863822735	We don't need tolls on the I-5 Columbia River bridge. We need a bridge for vehicle traffic only - no light rail, no special pedestrian or bike access, no vendor area under the deck, etc. We DO need a major west side connector/arterial serving the Beaverton/Hillsboro area. Installing this bypass from Ridgefield past Intel and reconnecting with I-5 near Woodburn would do more to offload I-5, OR-217, and US-26 than any mass transit option. The I-5 bridge is part of an interstate highway, intended to move private vehicle traffic, shipping, and military equipment. That is what it was originally intended to do and that is what it should be designed to accomplish today - no more and no less.
863822643	This is garbage. The interstate highway system is here for all of us to use and should remain toll free here in the NW. 4.5 billion is a drop in the bucket of federal spending and should be easily attainable from the federal government for this portion of the federal highway system. We pay enough taxes that if waste and fraud were eliminated there would be more than enough to pay for this needed upgrade. How come every time you see road construction there are 5 guys standing around a hole watching one guy work? I am all for unions but make those guys earn thier pay instead of standing around all day. Probably 1.5 billion of the 4.5 billion dollar price tag will go towards paying construction workers to sit around and "supervise" eachother. Everyone sees this but just knows that is the way things work. This is not well thought out. What about all the people that can't afford a toll? What about travelers who aren't set up to pay electronically, how do they pay without a toll booth? What about the limitations before and after the bridge in Portland. There need to be more lanes, that is obvious but no plan to address that issue is being incorporated to re
863822519	I really, really, REALLY support bringing light rail across the bridge into Vancouver. And while we're at it- what about a 3rd bridge, Camas, WA to Fairview, OR or something similar.
863822230	This is a crappy survey with misleading questions. I think it descibes the people who wrote it as misguided and agressive. I do not support bridge tolls on either bridge. If this means we don't get a new bridge, fine.
863822179	I sometimes commute by bicycle and I am EXTREMELY upset by the proposed idea for the bike lanes to be below the bridge -- that idea does not make me want to bike at ALL. If you want to increase commuting by bike/walk please design bike lanes are are easily accesibly, safe, and that will stay clean. How are you going to deal with homeless living in the bike lanes under the bridge? It is already challenging in areas leading up to the bridge.
863822092	Forget light rail - what a waste. Just keep the plan simple and replace the bridge for CARS.
863822030	No Tolls... We don't support higher taxes and we don't support tolls.
863821552	I do not like a tolling system that would ding my credit/debit card every time I passed on the bridge - if it was a system that kept track and then charged my card 1x per month, that would be different, but I am very opposed to having it happen 2x day.
863821482	better only be cents instead of dollars. otherwise no one will be able to afford to cross the bridge.
863821071	tolling would mean i wouldnt be able to get from home and school in portland to work in washington. not only would it be a pain in the pocketbook but it might be the difference in eating dinner some days. low income students and families who want to stay off warefare need a better solution.

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863820913	Wow! What ever happened to at least asking the Feds for \$? "Cash for Clunkers"? How about "cash for federal infrastructure projects"? Scale this bridge down and get some federal money. What about the people that have paid their income taxes to the State of Oregon? Where did that money go?
863820475	I would only support tolling if it doesn't slow down traffic at all. In my opinion the whole point of building a new bridge is to improve the flow of traffic. The idea of tolling makes me think it will end up cancelling out the gain in traffic flow created by the new and improved bridge.
863820395	dont want bridge dont want tolls
863820226	Charge the toll and lets get the thing done!
863820150	My thoughts would be that if you don't have a toll on the 205 bridge but do on the I-5 traffic will just shift to the 205 making congestion worse there.
863819259	I would prefer seeing lower use rates not only according to time of day but direction of travel. So heading north bound in the morning and south bound in the afternoon, would be less than the opposite, which is more crowded due to people living in Vancouver & working in Oregon. Also I would like to see the adjustable rates favor early arrival and early home travel times.... with the lowest rates on weekends and before 6:30am and then between noon & 4:00pm. Most importantly I would like to see MAX connected from the Expo Center, to the Airport in a loop following I-5, SR500 & I-205, with bus lines radiating from those stops, eliminating C-Tran going into Oregon. I could commute (granted at more than an hour transit one way) from Beaverton to work and back, completely by MAX. But I would do it, to save gas, pollution and expense.
863819198	If it costs too much to go to Washington I just won't go. When I do go there it is beyond where transit would go, so transit on the bridge is irrelevant to me.
863818608	People that have to commute to Oregon for work pay far too much in Oregon taxes as is, to ask them to pay to cross the bridge to go to work will only drive them to other areas for employment. Lotto funds, tobacco taxes, alcohol taxes (seeing as drunk drivers cause more damage to the roads than people trying to get to work) seem more reasonable alternatives.
863818589	Has any thought been given to monorail technology? It would lessen the congestion and move it out of the way of commuters and freight business. And what has become of adding an additional span as East Clark County continues to expand?
863818035	End tolls when the project is paid for
863817947	Tolls take a lot out of a family budget. I paid \$4 to go over the Narrows bridge and couldn't believe the cost was \$4! I take the bridge of the Gods a couple times a week to buy groceries and I have to add that to my food budget. I used to go to Orca Island a couple times a year but with farry costs, that has halted. Toll costs on all four bridges going to Oregon would defer me from visiting Oregon as regularly as I do now.
863817887	The cost is from the I-5 bridge. Only toll the I-5 bridge. The cost of the 205 bridge is hopefully paid for already. If it's not, then a toll should have already been in place for it. If there is a toll (either I-5 or 205), please make it very expensive. The higher, the better. The higher the toll, the sooner it can end. This would also help keep WA shoppers on the WA side. We lose a lot of tax dollars since they go over to OR for no taxes.
863817690	The I-5 bridge needs to be replaced. Make the tolls affordable and just get a longer payback or as this survey suggest, start the toll now and do it on both bridges. Please replace the bridge and put Max on it.
863817409	We need help to just afford to get to and from work, not be charged more. Aren't we taxed enough as it is? My paycheck barely gets me through now, how can people afford to pay more to get to work??
863816854	Both I-5 and I-205 Bridges should be tolled for reduced tolls, to capture the most daily traffic, and to speed up the payoff time for the new bridge and improvements.

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863816847	I am opposed to tolling. You did not ask that question, you only asked how I wanted it to happen. You have yet to provide good mass transit such as MAX from Vancouver to Portland and instead are imposing tax on those of us who live in Vancouver, put money into the county coffers, but must travel to Portland to have viable income.
863816667	As a long-distance commuter the options of light rail, bicycle lanes, and pedestrian walkways are of little or no interest to me. Ridership on light rail would not significantly lighten traffic, and I doubt a significant enough number of people would walk or ride their bike across the bridge on wet cold mornings to make my commute any different. It is ridiculous to think that I would spend the extra time of parking my vehicle to get on a train that makes 10 stops before I reach my destination. Therefore, I urge the use of the majority of the funds raised by whatever means be reserved for conventional highway traffic.
863816335	Variable tolling will come of as unfair. A very clear toll schedule should be made available. At some point, enough people will shift their schedules to travel at different times. If the CRC commission then try to change rates to meet lowered toll income, it would be quite a disaster. Additionally, for non-commuters who travel from out of state or only use I-5 once a month, neither will have electronic passes. We should have a easy, quick way for them to get pass the toll. In Denver, the new toll highway isn't staffed by people at 1AM. Luckily I had 2 dollars in my wallet to pay the toll, otherwise my rental would have been tagged.
863816268	If there is variable tolls, it ought to be HIGHER tolls on commercial vehicles, HIGHER tolls on higher weight vehicles, and NO PENALTY for working Vs recreation transportation (i.e. NOT higher rates on commuter Vs weekend traffic). What would be grossly UNFAIR is if a carpool is charged the same as a triple-trailer road train. Pay the weight would be a good start on variable rate tolls.
863816194	I am against tolling.
863816124	Some of the multiple-choice questions should allow multiple answers. For example, if a toll were added on the bridge(s) I would probably do all the things in questions 10 in response: I would reduce the trips, combine trips, stay home some days rather than cross the river, etc.
863815946	Live in the state where you work.
863815903	Tolling will cause me to take alternate routes or not cross the bridge at all. If Oregon fixed their lanes so the bridge could dump into more lanes and they had less on-ramps coming into traffic, it would help A LOT. There is too much slowing traffic down on the Oregon side.
863815704	This is evil. What do you think you are some sort of control freaks. This is nuts. What the hell are we paying a gas tax for. When you kill the northwest economy You can all go to hell. Have a nice day
863815585	MAX!!!
863815362	I don't recall seeing any of these options prior to this poll. Having recently traveled to New York State where there are toll booths, and remembering when I-5 did have toll booths (I was a very young child), I can tell you "toll," is a four-letter word in more than one sense. If this is going to be done, my first recommendation would be for the DOT to get on the ball with some positive, proactive information. Lori Jimerson, Clark College Vancouver WA
863815001	I believe that tolling the either or both bridges will not significantly effect congestion or traffic patterns. To me tolling is a frustrating system used by politicians who can not manage tax revenues well enough to pay for needed improvements.
863814624	This is a tax against Washingtonians and is not fair!
863814428	Don't do it, you will hurt business in both states
863814384	Tolling should be added to both major river crossings as soon as practicable. A 12-lane I-5 crossing seems overly accomodating to outdated commuting demands.
863814235	When bridge is paid off toll will stop.
863814177	No tolls - better fiscal management by leaders

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863814110	Tolling is a great idea as long as it's done appropriately - not charging too much, being very open about the process, and encouraging all to use. My question is, how does the toll pass work? How will people who are traveling through one time pay? Will I be getting a monthly bill or is it a prepaid card? I'm more likely to use a prepaid card than get a bill.
863814088	No toll is needed. This is just an attempt to fleese citizens. I5 is a military corridor, make them pay for their road. In addition, an article ran two month ago by a retired traffic engineer showed that should Portland correct their traffic flow design as proposed several years back and complete unfinished avenues of traffic flow, then a new bridge added along side, NO TOLL would be required either. Stop trying to get into our pockets and putting folk out of work who pay taxes to Oregon and have goernment step up. Shold you toll bridge or bridges, then we will stop crossing and Oregon will lose taxation.
863813938	I can support tolls if MAX is put in as alternative and should be reasonable for the daily commuter! I can support it if it's a reasonably daily rate and if there is mass transit as an alternative to folks who may not be able to afford tolls or could use alternately.
863813913	Better management of our existing finances should be used to finance the I-5 bridge enhancements, not new taxes or tolls. This is why we pay taxes in the first place, to enhance and maintain our roads (among many other things, obviously).
863813819	The only way I could support tolling is if local residents are exempted for daily commuting. Have been a resident of Vancouver for 40 years and worked in Portland for 18 years. It is unreasonable to expect that we can afford Oregon state income tax and \$1500/yr extra in tolls for commuting costs. I would be willing to pay it for a weekend leisure trip but not for daily commuting. Tolls are not a forgone conclusion and I will not support any candidates or commissioners supporting them.
863813806	HURRY UP AND BUILD THE BRIDGE WE NEED IT NOW.
863813621	Is there any way to have Oregon pay some of the 9% in income tax Washington residents pay while working in Oregon? We don't get the benefits of those taxes by living out of state, yet we contribute significantly to Oregon's economy. Tolling WA residents to cross the bridge to go to work is another slap in the face.
863813545	This toll bridge would only impede traffic, we should take off the diamond lanes to help congestion.
863813272	I am not supportive of a toll in general. I think it is already unpleasant enough to cross the columbia river that adding a monetary cost to the inconvenience will only hurt business owners and commuters on both sides of the river, but more Washingtonians. People who commute during 'peak travel times' are typically commuting to work, which means they're already paying to cross the bridge- in the form of Oregon State Income taxes. Why not take the Oregon STate income tax revenue from SW washington residents to pay for the bridge?
863812806	Hurry up and get the light rail over to this side of the river!
863812728	You need to realize that the traffic on I-5 is during peak hours. You will be taking extra money from people when they don't have a choice. I live closer to I-5, so in the evening when I go home, it doesn't make any sense to use I-205 to get home. More travel time and gas wasted for me. If anything, the toll should be cheaper during peak hours. I believe that you would actually make more money having it lower as opposed to making it higher. You are just going to clog up I-84 by all the people taking I-205 to get into Washington. If there is going to be an electronic reader on each vehicle and no toll booths, how are tourists and the like supposed to pay? I figure you would need to do it like Florida does it, with their "Sun Pass", but they still have lanes for people to pay.
863812412	I do not support the toll

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863812293	(1) Your survey, of course, doesn't give the choice of NO TOLL. What a typical way to slant results. (2) You claim this great advantage from electronic toll methods. So, you expect EVERYBODY travelling I-5 to buy a box???
863812174	NO TOLLS!
863811925	If you want something, you have to pay for it. If we want better traffic flow, less congestion, and no stupid rush hour and weekend bridge lifts, and the feds can't pay for it and the state can't pay for it, then it seems reasonable that those who use the bridge pay for it.
863811672	This could really impose hardships on people who have medical appointments across the river.
863811520	While understand the need for a toll I would probably stop going to Portland when enacted.
863811373	If you put a toll on the I-5 bridge, you are going to have a lot more traffic on the I-205 bridge. Also, as people who live in WA and commute to OR already have to pay OR income tax, why not use some of that money to improve traffic congestion.
863810426	I don't support any of this at all...I would rather deal with the traffic than have yet another unrepresented tax/toll be put on us.
863810299	My greatest concern is how much traffic will increase on 205 if tolls are only collected on I-5.
863810240	BOTH I-5 and 205 are main transit routes up and down the west coast. Many people use these bridges besides local commuters. However, tolling would transfer the greatest cost to local citizens because of where we happen to live. I think the tolling option is unfair. The federal govt. should foot the bill for the majority of the cost as both of these freeways provide MAJOR transportation for ALL of the U.S.!
863810185	How can you not have toll booths for vehicles which rarely cross the bridge and don't have a toll scanner/reader? There should be some times when tolls are free (thus reducing the cost for lower incomes).
863809984	Tolling THE major thoroughfare between Oregon and Washington amounts to a tariff on interstate commerce. Nice. It's not like there are many options between the population center of Oregon and it's neighboring state. I live in North Portland, and do much of my business in SW Washington. I work in Vancouver, but get to enjoy paying Oregon income taxes because I live here. Now I have to pay even more. Thanks!
863809912	Once tolls are established they never go away. This is just another tax, upon taxes already supposed to go towards roads, bridges and their upkeep. If congress simply saved and then paid for it that would be one thing, but like most uneducated americans, they will simply charge it to someone else. Tolls are excess taxes.
863809613	To encourage bicycling and walking, they need to be free.
863809562	I do not support tolling at all. Tolling would place most of the burden of payment of the bridges on Washington residents since we cross the bridge(s) most often. I would like to see a comparison of crossings of Oregon residents versus Washington residents. I would be more supportive if Washington residents received an equal deduction on their Oregon income tax for the tolling.
863809370	It has never been made clear to me that transit riders would avoid the toll. That colors my responses. Also, while I work in Portland 5 days a week, I do occasionally travel to Portland for other reasons. My answers to some of the poll questions would differ, depending on the purpose of a particular trip.
863809246	Tolling should be used to discourage driving, particularly by people who want to live cheap in Clark County and then commute to Portland to work every day. I do not think the goal should be to maximize toll revenue, but rather to keep VMT down.
863809111	Please try to get Max train to Salmon Creek & Fishers Landing that would go to NW Portland. More commuters would take a direct train versus one with many stops.

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863809006	Make it equatable between OR & WA. Seems Washingtonians are going to pay the most during this time. Should be a Tax write of on some of the Tolls for WA drivers since we DO pay OR State Income tax!
863808916	I think it is fair to use tolls to pay for the bridge, and I think both crossings (I-5 and I-205) should be tolled at equal rates, whether they are fixed or variable.
863808856	Collectings a toll is fine, just don't waiste my money!! Please be responsible.
863808802	I am not at all in favor of tolls for our bridges.
863808560	The bridge has been a problem for a long time. The lack of the Washington and Oregon goverment to do anything is going to be costly to the working class. Tolling the freeway it just another tax on the working class.
863808514	Please tell Vancouver to get its act together and support light rail; all through out the city (like a system similar to Portland). Having reasonable commute times and integration into Tri-Met will make biking and rail much more appealing.
863808230	There should be no tolls. A 12-lane bridge is not needed. What needs to be done is to have I-5 increased to 6 lanes on both sides of the river. The bottlenecks occur because of merging into less lanes.
863807758	Tolling lowers the quality of life so much, all other alternatives need to be considered before using that method.
863807429	Totally disagree with any type of tolling on I-205.
863807411	Tolling is ridiculous. There is enough pork barrel spending that could be cut to pay for things like this. Plus, let's cut some of the perks legislators get, such as franking privilege. Why should we pay for this stuff while they live quite well?
863807107	I am opposed to variable tolling that charges more for the times people HAVE to use the bridge -- commute times -- and lower it when they don't have to use it. Do the opposite and avoid the unnecessary trips.
863806324	avoid tolling
863806194	Do we really need 12 lanes?
863805834	I completely against tolling.
863805177	I would not like for this to happen, we already pay taxes as it is.
863790228	dont do it leave it as is the world is getting worse dont add to we pay for thing like one high gas prices two it hard for poeple to find jobs
863780417	Low toll all around. People have to cross at least twice per day, high tolls during peak hours is ludacris. People cant change the time they work.
863771744	I live in Vancouver work in Wilsonville out of necessity. Putting a toll on the bridge is an extreme hardship for those of us who are already struggle too provide food and shelter. Since the people of Washington already pay a large income tax to the state of Oregon paying a toll is craziness. It's not like I get any of my tax money back.
863766221	I support tolling both I-5 & I-205 simply to avoid additional I-84/I-205 NB interchange congestion with the added benefit of reduced rush hour traffic on whichever bridge one choses to use.
863751258	YOU NEED TO HAVE 1 OR 2 LANES AVAILABLE FOR PEOPLE TO JUST PAY FOR THE TOLL INSTEAD OF DOING THE "EXPRESS PASS". NOT EVERYONE USES THESE BRIDGES ON A DAILY BASES.
863751163	No Tolls
863749964	Please keep cyclists and walkers in mind. I'm concerned about the affect a toll will have on people crossing the river for jobs that don't necessarily pay that much.
863733934	Oregon is a primary voice in tolling, "WA citizens working in our OR" I say fine, go ahead and toll, but if you have OR plates and are traveling N to WA then the tolls should be double or triple the regular amount. WA residents working in OR do pay OR taxes!

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863723156	Make those who use the bridges pay to expand them to make their commute faster...the current bridges work just fine for my off peak travel
863714257	Please do not toll.
863695966	do something about Sellwood bridge
863687986	I wish the toll could be avoided all together - but since that doesn't seem to be an option on this survey, please keep the toll fee low - as it is, the cost just to get to and from work with gas costs is expensive and I don't make a lot of money. So I just ask that you consider making the toll as low as possible. Thank you.
863686907	make the bridge only for cars. no max
863682753	Charging people who work in one community or the other the most money seems very very unfair. Across the board tolling is preferable, so as not to beat up those who have no choice but to travel during peak hours - they are most often making the least money and will be hurt the most. I do not travel across river to work, so this scenario does not affect me - - but I do feel for those who are going to be caught there.
863681877	I strongly oppose a 12 lane option for the Columbia Crossing Bridge. In my opinion, a new bridge should not increase the number of vehicle lanes over what exists now (though increasing mass transit, biking, etc space is a good idea with the new bridge).
863676787	why a toll don't we pay enough taxes?
863672148	For people that have to travel over either or both bridges every day for work, something not easily changed w/o moving. Could there be a discounted toll? Sort of like a monthly tri-met pass. Except the bus or max won't work, at least not in my case. It might be nice to know what a possible toll could be. Not know creates a bit of anxiety about the cost. How would you collect tolls form people just passing thru, of which there are many. What if a person switches cars and then the electronic monitor wont catch them?
863651556	NO TOLLS!!! NO LIGHT RAIL!
863641537	Would rather pay higher gas tax than pay tolls.
863605715	Delay the toll by delaying the bridge. Get the ramp projects completed first.
863588435	How are people from out of state and out of town supposed to know there's a toll and be able to pay it, if there aren't any toll booths??
863571666	if you toll i205 I willbe forced to move back to oregon. As I already pay oregon income tax wa state sales tax and this would be one more tax for the 205 bridge which is not necessary. So if you do tax 205 bridge you are correct in that some congeation will be releaved as Myself and others will be forced to eave the state of washington.
863541044	My name is Kathy Conrad .. I worked for ODOT for 30 years most of which was working with the public as it regarded highway improvements project. What I observed while working with the general public was they want something for nothing ... never want to be 'directly' financially responsible for the solution they are screaming for. Washingtonians were particularly adamant about improving bridge access and road conditions in Oregon because they cross over into Oregon for jobs and shopping. They were equally adamant about not paying for it as they were adamant about no lightrail. At some point those in charge of such massive improvements must make unpopular decisions ... decisions that are fiscally responsible. Bottom line ... build the systems with what money is available ... toll for what is needed that includes an amount of money for maintenance. Continue a smaller toll after the system is paid for that will go towards maintenance. I have always believed you can't have something for nothing. No free ride! People need to grow up.
863537540	I think just tolling access to the new bridge and leave it a fixed rate for everyone who uses the bridge is fair.

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863249617	I was around when the existing bridge had a toll. It worked then, it will work for the new bridge
863240325	The volume of mass transit users is very small compared to the cost of installing and maintaining more transit routes. I would like the money spent more on the roads, and avoiding the toll. Thank you.
863226242	Build the bridge, as wide as possible, as soon as you can.
863222090	I'm not supportive of tolls at all. I lived in San Francisco (using the bay bridge) and the east coast and felt tolling was a major hassle.
863211276	I strongly disagree with the need for tolls at all. I do not believe in this project since the root cause of traffic conjection is not the bridge, it the 2 lane bottle neck just south of Delta Park. This prject is absurd waste of money in a very bad time to be wasteful. Spend the money and fix the bottleneck. Vancouver voters have turned down Light Rail mulitple times and this is just a sneaky way to get this project through against the wish of the voters.
863197504	I do not support any tolls on any of the bridges. All that really matters is extending light rail across the river.
863191881	the toll prices being mentioned are a way too high especially for those who must commute to work.
863188489	It would be a wise move to forecast annual budgets for building and maintaining the bridge, and how much the tolls will help reduce costs for this project in both short and long-terms. (Hint: Overestimate your budgets by 60% for the first 10 years, and 30% for every year after that)
863184458	We need the bridge with light rail, safe bicycle and pedestrian crossing, and we need to get started soon! The sooner the more we will save, the more we will get to use it!
863164391	GET ANOTHER GODDAMN JOB !! NO FUCKING TOLLS ON THESE BRIDGES !
863855161	People love government services but don't want to pay for them.
863215569	Just get something done and get on with it. End the bottleneck!
863866427	Thanks for making this happen.
863150784	Having a higher toll will penalize those who have to commute to/from Vancouver. There is no mention in this survey how or if there will be a toll the trucking industry or those who's job depends on traveling back and forth from Portland to Vancouver (and further). Would one be able to purchase a pass and get a discount? The area north of Vancouver has really built up over the past few years and these people commute to Portland (and further.) This survey is vague at best.
863139633	no tolls what so ever
863135776	Tolls should be consistent thru out the day & nite and week. Bulk books of tickets be available to save on cost.
863135670	Many of us in North Portland support variable tolling measures but it seems our reasoned voices are too often drowned out by shrill "anti-tax" opponents! Measures that will reduce congestion by cutting trips, encouraging car pooling, and inducing more non-peak hour travel are a good thing for our air quality, livability, and local economy!
863130508	Toll should be used only as a LAST resort
863120000	How will you toll people that are crossing but do not have a "transponder"? Do they have to pay, you say there will be no toll booths, so how would this be addressed? Also, as an Washington resident, and Oregon employee, I already pay taxes to the state of Oregon, that I have no say on how it is spent. USE THAT AS MY TOLL! Not to mention the taxes I'm already paying in Washington state.
863108003	My household budgeting is VERY important. A fixed toll rate helps me plan my projected expenditures.
863096211	Don't build the bridge. Put in a hovercraft from Vancouver to downtown Portland.

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863092134	I strongly prefer a combination of seismic updating to the existing bridges and the reducing the bridge lifts by upgrading the downriver railroad bridge. The cost of the CRC is simply too great a burden for our region to bear.
863090328	Something should have been done along time ago! You have waited so long now its a messed up and will be for years! Way to go on planning this! Also why don't we get the max into Vancouver along with a new bridge.Lets think growth for the next 50 years!
863085409	Build it without tolls!!!!!!!!!!
863084677	The Feds should pay for 90% of the cost like they did on the 205 bridge!!!! No Tolls!!!!
863083677	Build it without tolls like they did the 205 bridge!!!!
863079747	I remember when the I-5 bridge had a toll. Once the bridge was paid for the toll was discontinued. I hope that when the new bridge is paid for that the toll will end.
863078203	I think these questions are misleading and do not allow to voice options against tolling. How do you handle out of state through traffic that do not have transpoders? Where are they supposed to pay their tolls without toll booths? If tolls are to be required, then you simply have to simplify the bridge design to make it smaller and more affordable so that we don't pay for it forever. There need to be offsets for those who travel to Portland to work because daily tolls would be a huge financial burden on low-income folks.
863074244	Is everybody ever going to have the motivation to pull the trigger on something? Or are we just going to discuss options, never reach a consensus, and not do anything?
863073947	tolling should be implemented to pay for the bridge. Other states have done it for years. I don't mind paying and having monthly passes for daily commuters.
863071710	As a daily user of the I-5 Bridge, I would obviously be subject to more toll than most people. Having said that, I fully support tolling as a way of pay-as-you-go financing. Please don't cave in to the loud screamers who don't want tolling and think that a bridge can be built for free or don't care about assuming massive debt. Thanks
863066273	just another ploy to get into our wallets by govt!
863043606	Rail Transit like MAX is a must for support from me and many of my friends
863034724	i thought fed fuel taxes were for the improvement of our hiways and roads.. I-5 is not a private hiway but a federal hiway.. a toll is just another user tax.. so now i will be penalized for working in the portland area.. this new bridge is not needed and i drive the old one every day.. unless the whole I-5 corridor is updated through portland there will still be traffic congestion.. the bridge will just be a larger parking spot along I-5.. once again the government at large thinks its citizens are stupid..
863033150	I strongly favor light rail coming into Vancouver, and an improved bike lane across a new bridge.
863031108	Most people crossing into Oregon on a daily basis are doing so only to go to and from work. This would take more money out of the working class pocketbook and is outrageous to even consider.
863026607	The main reason for congestion is people living in Vancouver and working in PDX. Toll the hell out of them; no NOT toll the rest.
863020198	Think that commuters from Washington that work in Oregon should pay toll only. Same apply to Oregonians working in Wash. However the brunt of the problem is from those who chose to live in Clark County and work in Portland.
863014966	no tolling at all

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863010286	fund this through current funding options rather than have to create a toll tax that causes extra administration and paperwork costs. Tolling is not an efficient method of paying for this when we already have state income tax , Wa sales tax, vehicle registrations taxes, etc that are already set up and administered. Setting up a toll structure is expensive and not cost effective and costs more to the general public that using already established means. Lets not make this project any more expensive than it already is on taxpayers. I want less government.... not more. I also want my privacy and do not want my car tagged and tracked by a computer. Like with the second Narrows bridge in Tacoma, you can't get away from having toll lanes for people that do not have the automatic recognition id on their car. Just pay for this damm thing with state funds and be done with it. it would cost us all a lot less in the long run.
863006085	NO Tax/Tolls!!!!!!! I Will Not Drive to Washington at any time if a Toll/Usage Tax is implemented.
863005046	You are all absolutely nuts! You will impede truck traffic on a major transportation corridor and restrict interstate commerce. The real option is a third bridge and the start of a bypass around the WEST side of Vancouver and Portland. Why has no one considered this? In this way, you actually increase traffic capacity and eliminate the crucial bottlenecks like downtown Portland and the I-26 tunnel. This is how real states do transportation, not trying to force people into mass transit when there is no central destination that everyone goes to (like New York City). Put a loop around the West Side and it will begin to take the load off of the other routes. This route could then be tolled and it would be happily paid by the people using it. The plan that you have will simply move the traffic bottleneck to another place in the system, cause gridlock and restrict trade. The public is sick of government pushing an agenda of social engineering by allowing only your pre-selected option to be considered. Tolling, especially on BOTH bridges is a stupid idea. You will HAVE to
863003047	There is plenty of money available for this project without having to resort to tolls. Stimulous money which is supposed to be for project like this, the extra fuel tax that we Washingtonians voted in for project like this, federal gas tax that is collected specifically for projects like this, etc, etc, etc. Stop crying about no money and get creative with the funds that are available. If Oregon wants to replace its bridge with a fancy new one, then let oregon figure out how to fund it without fleecing the residents of Clark County again without representation. Just say no to more taxation without representation!
862994633	i would guess that most people (myself included) travel the route (during peak hours) because it is REQUIRED of them...not because they enjoy it. Also, some people make a "Reverse Commute," and are heading North in the morning and South in the afternoon/evening...any variable toll should take this into account (high rates only for Southbound in AM and Northbound in PM).
862989596	Peter DeFazio suggested in April 2009 placing tolls on an existing federal infrastructure is illegal. Are you proposing to change the law to allow tolling on existing federal infrastructure? And, is this the strategy of our locally elected public officials.
862985553	Look for lower cost alternative in the overall project. 3-4 billion is ridiculous.
862942028	I do not support tolling of the bridge at all.
862940253	No toll ever, this why we pay TAXES!!!!!!!
862938669	Well, I have the same argument that a lot of Washingtonians that work in Oregon have. That is, that we pay the same Oregon income tax that Oregon residents do...and get to vote for how they want the money spent. Washingtonians have no say at all where the Oregon money they are taxed on gets spent. This is taxation without representation. I would like to see Washingtonian's that work in Oregonian gets some kind a break on the toll since we pay a lot of money to the state of Oregon already and have no representation. Surely, some of that money could be used to fund our toll fee.
862935432	If you toll the I5 bridge, you will force more cars onto the I205 bridge....

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862933269	tolling is going to reduce wa residents shopping in Oregon
862929337	No tolls at all
862926691	make it so. peace out
862921785	This time and effort should be spent on finding ways to avoid tolling the 1-5 corridor. It would cost money to implement the technology to toll people, to manage the tolling etc. Use that money to build the bridge. People in WA depend on the bridge to work. There are not jobs on this side of the river. I would rather move to Portland than pay tolls to drive to my job.
862917484	same toll rate for all class of vehicles all the time, until cost of project paid off, then stop toll
862916324	We don't need a bridge. We need I-5 to be widened in Oregon from 2 lanes to 3. That would take the congestion out. IF there is a new bridge it should be as cheap and practical as possible, not some expensive, fancy design.
862915045	I hope the toll is closer to \$1.00 than it would be to \$7.00. Anything over \$2.00 is too expensive. If the toll is too expensive, I would likely move from Vancouver to Portland to avoid having to cross the bridge.
862913312	NO TOLLS*****
862906963	We need rapid transit in the mix and enough traffic lanes to get the job done. The unpredictability of the current commute time is a nightmare.
862906647	I believe in tolls - but - I do the math. Trucks generally do not cover their costs. Tolls by the axle, for instance, do not reflect the weight of the vehicle. An 80,000 truck should pay 26 times the amount of a 3,000 car. It is just basic math. Tolls should be charged per unit of weight, and the fee per pound or ton should be published. I don't want to see trucks not paing their fair share. If we start making the trucks pay their share more freight will go by rail and we will all be better off.
862899509	How about you DON'T toll people and find ways to spend the money you already have more efficiently?!
862887722	no tolls
862877396	This changing toll at various times idea STINKS and it stinks BAD!! Luckily, coming from my area, I have different routes I can take and WILL do so! In these tough economic times, WHY add more fees and prices to things? I think this idea of tolling sucks!
862875218	If we must pay a tool on public roads the amount of the toll should be subtracted from my qaurterly fuel tax bill!
862865870	The people who live in WA to avoid the taxes need to pay tolls starting now. No one should be allowed to avoid taxes which run our country.
862865686	I drive over the bridge to work at Jantzen Beach on weekdays. My hours are 9-4. I work in a one-person office. I already pay higher taxes due to working in Oregon. To take the only other way would cost more gas and time. There is no favorable scenario for me as far as a toll is concerned. It seems like the committee is penalizing people for using the bridge, when, in my case, there is no choice. If I have to pay a toll, it will mean a pay cut for me. If any residents pay, all should have to pay. After all, practically nothing comes to Vancouver without having crossed the bridge, so every resident benefits on both sides of the bridge. Do I want higher taxes? Not necessarily. But I don't want to be further penalized for working in Oregon. Vancouver residents don't want tolls. Tim Leavitt is right.
862861005	Oregon should have to pay for the bridge since they make so much money off of Washingtonians who work there. Oregon already taxes Washingtonians who work there and they get no benefits. It's called TAXATION WITHOUT REPRESENTATION and it's against the Constitution. And it's the Oregonians that are demanding all the extra "pretty" stuff that costs a fortune. Just make a bridge that works, it doesn't need to have tile murals and uplighting and blah blah crap.

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862856893	I use the 205 bridge everyday to commute to work, I am ok with a toll on both bridges but it depends on the cost. I saw some prices for your variable tolls and it was 4 or 5 dollars for the toll. That is very excessive!!!!
862840615	no
862839690	listen to the citizens...they don't want tolls, can't afford tolls. make the governments work together to come up with a viable solution. operate like the rest of us have to WITHIN OUR MEANS! None of us get subsidized by the government to upgrade the things we feel would make life easier/better for us!
862816595	A VERA BIG RIP OFFTTTTTTTT
862785948	Screw that stupid Vancouver airport, we need a bridge that is beautiful and that serves as an icon for the area.
862776347	altho it might not have any impact, i disagree with the tolls altogether.
862758240	My family have been in the transportation industry for many years. Portland has been a main focus as well. By tolling this bridge, it is a ridiculous folly. We truck drivers already pay an outrageous amount of taxes as do all other motorists. Where did all of this money go? Certainly not the highways. If the taxes collected did go to the highways, then this would not be an issue for tolling.
862748226	All the gas tax money should go to this project and nothing else until the bridge is built....as it should be the most important. The Federal Government should fund most of the project since it is part of the Interstate Highway System and will improve trade & commerce as well as providing a lot of jobs!!!!
862747059	I work in Lake Oswego, being taxed to go to and from work (and make no mistake, this is a tax) would hurt my family considerably. Oregon already takes our money in the form of income tax despite the fact that we don't get any benefit and we have no say in how the money is spent. They only way I would support tolling is if Oregon stopped robbing us.
862739909	My opinion: tolling the I-5 bridge without an I-205 bridge toll will shift the traffic to the I-205 route. Toll both bridges. The money will be needed and tolls, needed to pay off the new bridge, will end that much sooner.
862727920	Do not build a 12 lane bridge. Since it will be tolled and traffic patterns will change, that many lanes are not necessary. I have done this commute for 18 years. 12 lanes are absurd, 6 lanes are plenty. Bike path below the bridge is brilliant; out of traffic, out of weather, less scary.
862723873	No tolls go to light rail, no light rail period!! Rename I-205 to I-5 and you no longer have a choke point on I-5 in downtown Portland use money that would be spent on new bridge to improve freeway thru Portland or to build third bridge.
862722602	Go get real jobs.
862704662	We are paying taxes everywhere we look.
862699664	You do NOT replace, you add. Making the bridge newer does not help move traffic faster.
862695495	There should be an exemption or discount for Washington residents who are paying Oregon income tax. This could be done through the Washington legislature without getting OR involved, unless they wanted to change their requirements for taxing non-residents (at the same rate they tax residents).
862693986	We support Bike and transit be included in any bridge plan. Even if it costs considerably more the bridge should be visually pleasing to the eye. It should not look like the 205 bridge by just being a stationary cement aircraft carrier! It will cost a lot of money and this is when we should spend extra to make it look good because it will probably be with us for 100 years!
862672276	i may be in the minority, but i would not want some automated toll being electronically deducted from any account i hold, i would prefer to pay in cash when i cross; also, i would be more supportive of tolling both I-5 and 205 if i knew some of the money would help maintain 205

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862666995	no tolls or added costs to travelers they pay to much in taxes
862660220	keep it simple... one toll for all vehicals... all the time.
862644800	i would like to see a lane devoted to commercial truck traffic, and well thought out bike lanes. i would support a flat rate toll.
862640315	Shame on you...talking about tolling when we are already paying taxes and more taxes. I would pay a toll for a road/bridge that fixes the problem of traffic james but this is not a fix. Sometimes we have to step back and look at what is good the the whole community instead of a few. The narrow mindness of wanting traffic pattern to direct it near the downtown of Vancouver and Delta Park to Rose Quarter and Downtown of Portland is not a fix to the traffic conjection. I would gladly pay for a toll road/bridge to get me out of a 2 - 3 hour traffic jam but this design still drives traffic to one designated area. Houston Texas gives their residents a choice i.e, go right through the downtown area like vancouver/portland or get on the toll road/bridges around the cities where you will go further in miles but time wise you will get there faster and it my choice of the road/route I take. With the years of waste of redesign / redesign and not fixing the problem we could have 2 new bridges and several toll roads, but, no we keep making a career of redesign and not fixes to
862625016	I would support, and gladly pay, tolls if I knew it would be spent for betterment. But alas, you should not fix something that isn't broken (especially since the I-5 bridge is such a beautiful landmark). Please don't waste my money!
862624433	Tolling is a huge mistake! How are citizens going to afford this? Most are barely making it and many are losing their homes in Vancouver. Unemployment is up and things aren't looking up. Rethink this whole idea. Maybe the answer is much broader. Instead of funding no win wars overseas....and restructuring bombed out cities in other countries....we need to care for our own infrastructure! What a concept!
862622774	Get the bridge built now and start planning a third corridor, show some leadership!
862613027	Yes! Don't you understand that the "purpose" of a "bridge" is to HELP people move MORE EASILY from one side to another! Why are you designing a bridge scheme that makes it MORE DIFFICULT to cross the freaking river? (IE tolls!!!) And if politician Adams really wants tolling to limit car traffic into Portland, why isn't he suggesting tolling I-5 somewhere south of Portland? Why just at the river? I'll tell you why - cause Oregonians would run him out of the state is why! Politician Adams really doesn't care about limiting car traffic into Portland, he only wants to limit Washingtonians car traffic into Portland! And you idiots are buying his bullshit. You're pathetic.
862594427	be sure to extend light rail to Vancouver
862591557	Keep toll low and even to all. cars one fee and trucks a higher fee. Maintain fee forever to have maintenance fund.
862579564	Just do it!
862574340	There needs to be no toll way to finance the bridge reconstruction, such as slight increase in sales or property tax. I'm generally opposed to all tolls.
862802513	I think that our elected officials need to take a pay cut and manage their spending. Government spending is out of control at all levels. The state of Oregon is increasing our road mileage tax 25% in October 2010. I will be paying .1638 CENTS PER MILE for each of my trucks. To me the entire state of Oregon is one giant toll road. Highway robbery. I think that if they spent our money more wisely they would have enough money to complete the project without charging a toll. I see at as another form of unfair and unjust taxation.
862783989	Stop talking and start building! It's way overdue.
862561498	Build it and make it big enough to handle trafic for at least 20 years!!! Quit wasting money on studies

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862547832	Please consider tolling both I-5 and I-205 as I-84 has a major backup of people traveling on N I-205 to cross the bridge and it would get much worse if a toll was placed on the I-5 bridge. Thank you!
862529598	electronic tolling sounds like a humongous can of worms. Bicyclists don't carry much money. Pedestrians shouldn't have to pay at all.
862526930	If we can't afford a new bridge without charging tolls, then we can't afford a new bridge. Addressing the reasons behind why daily commuters live on one side of the river and work on the other is a better long term solution to bridge congestion than either building more travel lanes or tolling a bridge.
862525896	A new bridge is essential to our area and should not be delayed.
862516911	Please start building right away!
862511111	I don't think we need to build a new bridge, but redesign the current bridges. We could build a new bridge for light rail and peds, which would alleviate congestion throughout the I-5 corridor. This project is an excessive use of funds that will only INCREASE congestion and excessive auto use. In one of the best planned regions in the country, this project will cast a dark cloud over the reputation of the Metro area.
862498456	This is a bridge on a Federal Highway, not some local road. If the Feds can't come up with the entire cost for this project, then leave things just as they are now. If the Feds can find the money to rebuild Iraq, they can find the money to replace a bridge on a Federal Interstate Highway, right here in the U.S. Any politician that backs tolling had best get their resume up to date.
862493823	A very low flat rate for a longer period of time would be my best suggestion. Also, people need to be educated and aware that the toll will be removed at a date certain, or amount raised certain.
862485131	Getting light rail on the bridge is a must for any plan! Without it we would be wasting time and money.
862482182	Toll the current bridges. Build the least cost, smallest possible bridge to accommodate light rail and good bike/walking facilities. A huge bridge will increase carbon! What are you thinking??
862468405	I think that during this economy, a toll on the bridge is a unrealistic burden you are placing on people who have no choice but to cross the bridge for employment. Those who live in washington and work in oregon are already taxed without representation in the state, I hope you pay attention to what the people want and not just the politicians.
862428115	start now !!!!!!!!!!!!!
862418693	I just hope that this works out! It is a good plan and is much needed. Good luck and keep pushing the plan!
862375771	What other options exist besides tolling? This survey presumes that tolling is a non-negotiable factor. What about seeking corporate sponsors for the new bridge? There are other possibilities, too.
862335247	Toll the bridge now!
862334371	A new bridge is just part of the congestion solution. We also need interchange fixes going from I-5/Rose Quarter to I-84. It's awful here, and I'd support usage of bridge tolls to alleviate congestion here.
862331492	Thank you for burdening my business with higher fees and taxes while building a bridge that doesn't add a sufficient number of lanes for cars and trucks. You should be looking for ways to allow people and commerce to flow more freely at minimum cost to all concerned. The only way I would favor a toll of any sort is if bike riders and mass transit users paid an equal toll.
862329027	Forget building a new bridge. It is a waste of taxpayers money and will only result in moving the bottleneck into the city of Portland. It is a stupid Idea. Spend money on the freeways through the city, not getting to it.

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862312596	Bad idea!!!! Way to kill local business's around the Jantzen beach and delta park area.
862308552	You should locate the electronic toll reader on the Portland side of the Island so that the shoppers coming from Vancouver to shop tax free at Jantzen Beach will continue to make the trip. If they have to pay the toll they will stop coming.
862302879	I don't mind paying \$1 each way no matter what time of day or day of the week. But I don't have to work in Oregon - I only attend meetings in Portland a couple of times a month. For the workers whose family budgets are going to be screwed by tolls, force Oregon to allow them to deduct the toll from their Oregon State Income Tax. That way, they're still paying a toll, to help with the cost of the bridge and then Oregon finally has to give a little more back to the Washington workers they have been more than happy to fleece out of income tax dollars with virtually no investment, until now, in making the commute easier for those workers.
862283448	what is the point of driving at all when all the state wants to do is ipose new and/or higher fees? The state needs to start feeing the stupid bicyclists as well!
862260001	Proposed tolling rates are way to expensive. I think the tolling above \$3 is above and beyond what is reasonable. do you think the general public is made of tax dollars for everything. Fix current Bridge and toll it at less cost and then after couple of years use that money to replace 1 bridge span at a time resulting in less expense to commuters
862259784	In Washington, we've always paid for bridges with tolls. Just make it fair.
862249160	Having a single toll regardless of time of day/week is better for planning/personal budget purposes.
862242051	I cannot change my work hours and if having to pay a higher rate during peak communte, it will mean that my family will suffer financially with an additional bill and I would have to cut back on groceries, car repairs and/or my daughters education. People that live in Clark County and work in Oregon should NOT be penalized for work commutes.
862239689	I am abandoning completing this survey because there is no option to oppose tolling completly in all aspects on both bridges. This is a deceptive survey which presposes support for tolls and the information collected will only show support, not opposition. Not a good way to developpe trust with the public, from whom you do need support.
862236917	Building a replacement I-5 bridge, large enough for future traffic increases, including the reconstruction of the seven related I-5 interchanges and light rail is vital to our local economies and mobility. Tolling is evidently the catalyst to get this project completed. I support tolling 100 percent to get this project done.
862231866	Build only an express bridge that relieves the real problem - commuter congestion. Eliminate on and off ramps to the new section and use the existing section for all local traffic and connections to HY 14 and Janzen Beach etc.
862217404	none
862192930	Tell Mr. Anderson he can put his tolls where the sun doesn't shine.
862180142	Freight should be at a higher rate then autos.
862101799	I don't think the existing bridge should be replaced. Augmentation with an additional bridge is OK, but KEEP THE OLD HISTORIC BRIDGE!
862051109	I think the current plans are way out of line as far as costs. The new bridge needs more traffic lanes than it has now. The state of Portland needs to stop acting like a stingy child hell bent on forcing there short sided ideals on everyone.
862027186	I-5 is a major north south FEDERAL highway used to transport goods between Mexico and Canada as well as support tourism. Tolling should not be put on the backs of the residents of two citys for a bridge used by three countries!! John Maruca jmaruca54@yahoo.com

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862018851	Make it fair to everyone who uses the bridge. Don't just ding commercial trucks at a higher rate than a passenger car. Look at how tolls are done along some California Hwy's and how smooth and cost-efficient they are. Maybe have the tolls going one direction. Most importantly, BE FAIR & use the money collected from the tolls to maintain the bridge and roads near it! Offer incentives for using mass transit and carpooling.
862009818	Start tolling now!
861997134	The project to replace the I-5 bridge with a new structure would be financially devastating to other more urgent transportation needs in our city like the immediate need to replace the Sellwood bridge before it collapses. The 10% state funding for the Sellwood bridge project is not enough. Funds should be channeled to that project by scrapping the plans for a new bridge and making structural improvements to the existing I-5 bridge instead. There will then be enough money to build a separate bike/ped/transit bridge across the Columbia to reduce congestion by providing an alternative. The current bridge should be tolled preferably by 2010.
861996196	I think people will pay quite willingly, if you actually drive on I-5 without it seeming like a parking lot. The sooner the better.
861995258	If tolls are imposed, add them to both I-5 and I-205 to shorten duration of need for tolls and make it fairer for those who must cross the river daily.
861994741	Improving the bridge is not going to make any difference unless something is done about the bottleneck on I-5 in the Delta Park area. It makes no sense to improve the bridge so more traffic can get across into a big traffic jam when the lanes go from three down to two. Widen the freeway first.
861989999	Decouple the light rail initiative from the new bridge. I fully support the new bridge, but am fully against the light rail being included in the mix. The MAX light rail to Delta Park and the Expo Center was built as a local transportation system, NOT a commuter system. Extending the system as-is, with no "express" option available due to the routing, makes it a "Non-starter" in my opinion. If there was an "Express" option from Salmon Creek, 99th Street and downtown Vancouver, extending to downtown Portland with minimal additional stops, I would support extending MAX into Vancouver. Otherwise, driving a car makes more sense...
861983596	The bridge should pay for itself; tolls are a fair user approach.
861982453	I think this will just hurt more company's that have a hard enough time, paying for the raising fuel cost, and I think people from Oregon will not shop in Washington.
861974609	I don't want a new bridge. WIDEN THE DELTA PARK CORRIDOR to reduce congestion! A new bridge won't solve that problem. I also have absolutely no desire to bring light rail to Vancouver. It is subsidized in Portland and I don't want Vancouver to support something that the city (county, state) can't afford. I live within my means and I expect my Legislators to behave in like manner. Haven't we all seen enough financial irresponsibility of late?
861974568	Most major metropolitan areas with rivers have tolls. It comes with growth. Do a good job on building the bridge, charge tolls as necessary. If lower rates and a longer toll period would ease the burden for lower income, go for it. The better the public transportation system and the more frequently it runs, the more people will use it.
861964313	Try to understand that mass transit does not work for everyone. These methods take 1 1/2 times longer to get to work plus I have kids to transport to school. Stop trying to penalize the single auto driver. I pay taxes in Oregon & WA. shouldn't that be sufficient?
861964055	Tolls are the most regressive tax you could choose. Vancouver commuters will pay the bulk of the regional local share--unacceptable! A very small tax increase--sales tax, vehicle tax, etc--for ALL of us who benefit from this INTERNATIONAL COMMERCE ROUTE. It's insane to blame commuters and make us pay for this.

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861961211	Unless applied to ALL crossings (car, truck, car pool, bicycle, pedestrian, light rail and etc), I am fundamentally opposed to any tolling on bridge I am already going to be required to pay for (income taxes, fuel taxes and similar "fees")
861960484	No Tolls!!!!!!
861933405	I'm from the San Francisco Bay Area, and am accustomed to tolls. Has the Committee considered one-way tolling (i.e., southbound tolling in the AM and northbound in the PM)? Good luck!
861922534	Since we live on Hayden Island, the toll would be a major issue for us. We shop, visit the only family we have in the area, and attend church - all in Washington each week. A toll would alter our driving habits and make us less likely to go into Washington and for our family to be able to visit us. To us it is a quality of life issue. While we have some opportunity to vary the time of our trips, variable rates would be some help - but overall, we are opposed to tolls of any kind. Thanks, Dan & Debbie Krauss
861909008	toll early, toll often
861889598	Make cars pay the true cost of their trips. If you make it expensive enough, people will look to public transportation, biking, carpooling, etc.
861887249	I commute to and from Portland for work. I already pay a 9% income tax to the state of Oregon for the privilege of working there. I get minimal benefit from these tax dollars. I don't use their schools, their social programs, etc. Clark County ranks 5th among counties in source of revenue for the state of Oregon and we aren't even located in the state. Why should we have to pay even more so that we can continue to stay employed?
861886411	People carpooling, using public buses or Trimet should not pay a toll fee.
861879701	be realistic for those families that have to commute to Portland for a job. There are limited, highly skilled, high paying jobs in our area. It is a benefit for us to live here (better livability) and work in PDX, and thus everyone benefits - we do, Portland takes their extra 9% tax and Vancouver by us living here. We have already made the commitment to lose 9% of income by making the move to Vancouver
862027455	People are going to want to use personal vehicles as their primary mode of transportation whether you people like it or not...
862348612	do something to reroute the large trucks with a destination other than Portland/Vancouver.
862447444	I'VE LIVED HERE FOR 20 YEARS & DON'T KNOW ANYONE WHO TRAVELS ACROSS THE BRIDGE FOR FUN/GAMES. YOU'D HAVE TO LIVE HERE OR NEAR BY TO SEE WHAT I MEAN.
861874540	I think you should either toll both bridges equally or toll the I-5 bridge, but not with the variable rate; just a flat fee.
861873715	Because of the crazyness of the I-5 and 205 bridges, we travel up and use the Longview bridge. I drive HWY 30 everyday and the amount of Washington drivers on the road there is incredible! I'm worried that if you don't toll the Longview bridge as well...more and more will use it instead. Keeping a toll that is variable won't help. You need to put some sort of data out from other states that have used this system and what the outcome is.....I vote standard rate for everyone.
861873501	Light rail is a must!!!
861869897	I have no idea why you people want to slow down traffic on two major thoroughfares through Washington State and Oregon. Through this whole process I have observed you requesting information on how we feel, and to get our input, but when it comes to making the decisions you clearly haven't been listening. Most of what you have decided upon we don't want. All of it is window dressing! It's still not too late to change direction, and get it right! Thank you and enjoy your day.....

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Respondent Question # 16: Finally, is there anything you would like to add to help inform the ID Tolling Study Committee?

861869631	Any and all tolls should be deducted from or be given as a credit towards the taxes paid by Washington workers in Oregon and ALL monies should be used only for bridge construction replacement not any other unrelated pet projects that Sam Adams is looking to fund in Oregon!!!!!!!
861865026	Drop light rail, "capping" I-5 in Vancouver, 20ft wide pedestrian lane & other wasteful elements. THEN I might take a second look. CRC is shamefully wasteful in it's proposal.
861848293	Your ideas are beyond stupid. Are you using our road money to build the bridge? If so then no tolls. If not, then don't build the bridge.
861841703	No to new bridge. Start tolling the bridge today- this will reduce traffic.
861840669	You need to start heavily promoting the realities of tolling (i.e. we can't build a new bridge OR upgrade the existing bridge without tolls). I support tolls, but know A LOT of regular commuters who are very frightened about this aspect of the project. They are VERY concerned they won't be able to pay bills, or meet the mortgage if they have to also pay tolls. Is there some way to do variable tolling based on total family income? I realize that fraud could potentially become a problem with something like this, as well as the added administrative costs of managing it. But at least considering this option and finding out how much it might cost to administer and regulate would show people you understand that money is tight for a lot of people (not just now, but always).
861835811	Washington residents who work in Oregon should not be charged a higher toll for commuting to work, even if it is during peak hours. That is where the job is located and the hours required for work, not a choice to travel during those times.
861834685	Where there is a toll or not. we need to improve the bridge. Back East there are toll roads all over the place.
861834363	toll ALL users not just cars and trucks
861833919	Secure Congressional authority to start tolling both bridges NOW!!!
861832433	Get the train running daily like it was when the bridge was closed a few years ago. I'm sure that's just too easy, however.
861826788	This is not just a Portland project. It is a federal thoroughfare and the main N-S artery on the west coast. There is no excuse for financing this with a toll. The toll is part of a political agenda. Double the lanes to accomodate future growth and let the rest play out.
861826714	I do not support any tolls on the I-5 bridge - NONE of any kind. The bridge is fine as it is. The real congestion is South of Janzten Beach.
861817288	The CRC should be by tunnels. No costly aboveground on ramps, and costly suport structures. And no chance of aircraft crashes Or boat crashes. Much less maintenancence, and probably cheaper to build. Bilding a bridge is ridicules. Ron Brown Portland
861816480	Tolling both bridges is a bad idea.
861807709	Build the new bridge already and bring the max over too!!!
861801734	Use toll booths! Adopt the way Florida or other similar state or city does thier toll roads. Offer a monthly pass for regular communters and monthly pass lines which can travel at highway speeds. Use the toll booths for everyday people.
861800027	Any tolls imposed should completely cease after all monies have been repaid for cost of the I-5 bridge. No tolls should be charged for I-205.

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861785543	I'm Executive Director of a local government in the Portland Airport area. Half of our staff comes across the I-5 or I-205 bridge to get to work. We must already pay Oregon payroll taxes without the benefits. Maybe that is our problem but it doesn't set well. Our hours are 7 a.m. to 3:30 p.m. to avoid the rushes before and after work. The schedule as listed does not give us any benefit for that. In fact, we would be paying the maximum twice a day. Our work is public safety. Can the toll machines in the vehicle be programmed to allow a car to go over the bridge at little or no cost as long as it is between 6 a.m. and 4 p.m. The rest of the time would be at whatever the cost would normally be because it would not be job related. Thanks for considering my comments. I'm including my contact information in case you would like to call to talk. Bob Eaton Multnomah County Drainage District #1 503-281-5675 x 301
861755050	I have lived in areas where roads are tolled and have seen NO EVIDENCE that tolls reduce traffic congestion. I guess none of you have ever been to Chicago, New York, Jersey suburbs or Florida where there is tolls, congestion and they have good mass transit too. Toll are a tax, I pay gas taxes, and gas taxes are great. You pay as you drive.
861752891	I do not support tolls in any form whatsoever.
861752517	No tolls. Our current taxes should pay for these improvement, not addition hits to the public.
861737738	Is there any consideration for tolling pedestrians and cyclists?
861732460	It makes me sad to think that I will not be able to continue some of the things that I now enjoy doing because of the tolls
861725309	Work very hard on not having tolls
861716920	I am completely against tolling any bridge, these bridges are part of the Federal Interstate Hi-Way system, if new bridges are needed, then the Federal Government should pay for them. We already pay too much through our tax structures and gas taxes, it's unfair to further increase our financial burden with this proposed toll. Why unfairly target the people who live in Washington but work in Oregon, why spend all the extra money on "nicities", if the bridge needs replacement, then just replace the bridge and cut-out the B.S. like transit which we've already said no to, and the bike lanes. We're spending way too much on the bikes who are a minority, and they don't contribute financially. Finally if you want money from the Washington commuters, we already pay Oregon State taxes and get very little of it back (classic taxation without representation), use the money Oregon keeps from our wages to pay for the bridge, an excellent question would be where does all that money go? Funnel it into the bridge project
861705785	The problem isn't with the bridge, it's with the bottlenecks on I-5 within Portland. I'd only advocate replacing the bridge if it was proved to be unsafe. More should be done to discourage commuting, instead of encouraging it. Work where you live...live where you work!
861703586	My experience with tolling in other locations is that it significantly ADDS to the congestion problem by forcing stoppages. Please be sure that tolling is going to reduce traffic before implementing!
861673101	I support a new bridge
861659560	Variable tolling assumes that people have the ability to change the hours they travel. Many employers do not allow for flexible hours. This would unduly burden a number of commuters that have no control over their schedules.
861655671	I think it is necessary to integrate this tolling policy with the entire Metro region. How should it complement transit, demand management, trip diversion are all issues that need to be decided in a bigger context than just the limited I-5 corridor.
861641479	Tolls make no sense. They are an idiotic idea created by people who don't even use the bridge. (ROYCE TOLLARD!)

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861638625	Are you going to charge a toll for bicycle's and pedestrians? If I am having to pay in my car to get to a destination in Oregon or Washington, then I feel that a bicycle or pedestrian going to the same state destination should have to pay the same amout of toll as the motor driven vehicle. Additionally, trucks excedding 60,000lb should have an additional charge as they tend to do damage to the roadway.
861629966	I am more concerned about personal privacy than the cost of the toll or time savings. I am totally opposed to electronic tolling.
861606234	Please make an affordable solution to tolling for the working class that has to cross the bridge daily to support familys through full time jobs. Our two communities are tied together with these bridges, many people like me work on one side and live on the other and we have no option to cross the river other than using the 2 available bridges. This will significantly increase the cost of living for people that live on one side and work on the other. Please keep this in mind when setting rates and perhaps consider the creation of a discounted workers pass for those that must cross the bridge(s) to work.
861597719	Find out who asked for a new bridge and get the money to fund it from them. Stop stealing my money!!!
861595261	Where is the discussion for charging toll for bicycles and a premium (fee) added to the transit fare?
861594344	The sooner this effort gets under way the better. The new bridge is urgently needed.
861586391	How will tolls be collected for the person just traveling thru who may use the bridge once a year?
861578247	Please keep toll under \$3.00 !!!
861573216	Why not build a new bridge about a mile away (either way) and retain old bridge for rail, bikes and peds?
861556466	We do not need a new bridge or light rail
861549573	Forget about tolls and find other financing option. Goverments can always find other options. Look at light rail for example. People voted down bonds to pay for the light rail and Portland has found other options. Tolls are expensive to collect and will impact the economy.
861545404	find other means to pay for this bridge...this will hamper business travel...trucks have to be on the bridge during business hours...there should be a non-toll ability to cross the river...
861541859	I don't want to pay a toll to cross the river!
861539884	transit (preferably an extension to the max) is my highest priority if this project goes forward. that, and not paying tremendous amounts of taxpayer money for a bridge that a majority of the population does not use.
861538090	A flat, consistent, toll is much more appealing since you know what it will cost and you don't add the complexity (uncertintiny) of a variable toll. If variable tolling is in place, I am much more likely to not go to PDX for social, community and optional events.
861531979	If tolling is the only reasonable way to finance the bridge, it should be done. I think the variable rate and tolling of all of the crossings makes the most sense. The people who use and benefit from the bridge should bear most of the cost. The transit fees should also include some money for support of bridge construction also.
861526549	This survey is poor and too limited - chose one - we go to Portland for a variety of reasons. I am all for the bridge but this is offensive.
861525025	May we bury several representatives, governors, and senators under the new bridge pilings?

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861524850	I have to drive every day to Portland because my job is located there. How do you think I feel if I have to pay a daily toll? Gas prices are rising again, food costs are soaring, etc. Its just another chunk of money I don't have to give. Let alone worrying if in the present day economy that I will be laid off or my company will close. Not a good time at all for a new bridge. Toll would be forced on anyone that commutes to Portland. I don't think MAX goes down the hill to Swan Island do they???
861516240	Since this is a major crossing point on the Canada to Mexico route, it seems rather unfair that we locals would pay the lion's share of the cost to build the bridge!
861512260	A new bridge would make a larger parking lot. Until the congestion between the bridge and downtown Portland is corrected there will be no improvement.
861499164	For us on the east side of the County, we are likely to change our route and take I-205.
861492280	unless there is a significant cost difference for variable tolling, it is not likely to affect the time of crossing for most people. 50 cents is insignificant; a dollar or more must be imposed between time periods to accomplish the goal of shifting crossing times.
861490496	I generally oppose the CRC - but if it's going to be built - there should be tolls to pay for it and there absolutely must be 1st class (world class) provisions for transit AND BICYCLES or I will actively campaign to stop the stupid thing
861483349	Tolls should be kept low and should end when the bridge is paid for. Other money goes for the upkeep of the roads already. Tolls should not be used for upkeep of existing roads.
861483104	I think Tolling is a bad idea. This committee is predisposed to tolling, so I won't bother with my sermon. I'll look foward to the availability of an objective survey. How about doubling the tolling rates if there is a traffic jam? Better, how about higher rates when it's raining because of the rainwater falling off all those filthy vehicles?
861480686	I support tolling because it makes those that use the bridge more pay more instead of making those that don't use it pay. Pay for use is the way to go
861475497	less toll amount the better
861468021	Improve the bicycle access to the bridge crossing- it is currently awful and acts as a dis-incentive to crossing by bike.
861460918	Get the Obama money to replace the bridge or let it fall into the Columbia River.
861460614	I don't mind the idea of a toll if the cost is less than two dollars a day, but I really believe our economy will suffer if the toll is too high. I already carpool with my husband, we have a hybrid, and the bus is not a great option because I would have to transfer three times and pay for two bus passes. Please consider the effects on the middle class before instituting a high bridge toll. We drive the bridge every day and traffic is already better since the price of gas went up.
861458169	Tolling Clark County residents in any way is theft pure and simple, unless we are afforded a toll credit that is equal to 100% of the taxes we already pay to the State of Oregon. No tolls are necessary to build a replacement bridge, and I will not support any tolls, on any crossing, for any purpose, at any time. Is THAT clear enough for you now?
861456072	end this with a 'thank you for taking our survey'
861454480	You really need to build this without resorting to tolls. Toll collection will not be automatic, or smooth. Look at the SF Bay Area for the traffic tie-ups that are caused by tolling. I have waited to pass through the tolling area of the Bay Bridge for 30 minutes every day...and longer on some days. Even the free carpool lane took 20 minutes. It is the slowing at the toll collection point that is the issue. And there is no such thing as an automatic toll collection. By tolling, you are not solving the traffic issue that a new bridge is supposed to cure. Finance the span with other revenue sources!
861453402	The new bridge should have safe bike lanes and light rail. Without these features, I can not agree that the bridge should be replaced. The 205 bridge is a viable alternative to avoid congestion...inconvenient, but nonetheless an alternative.

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Respondent Question # 16: Finally, is there anything you would like to add to help inform the ID Tolling Study Committee?	
861448453	1 No tolls. 2 No MAX. 3 Widen delta park. 4 Bridge is of military importance so DOD should pay
861447099	This bridge needs world class bicycle infrastructure if it is going to be built.
861443206	No Tolls is preferred
861441280	Tolling is fine as long as everyone is treated fairly. Tolling should begin at the same time on both bridges in order to begin saving money for the I-205 improvements that will need to be made.
861439251	Back off and don't build a new bridge, or at least, delete the light rail for this project.
861435030	Look forward to the project
861424073	Hurry... the I5 corridor is a mess and any fix cannot come soon enough.
861424046	Don't toll the I205 bridge. I'd be taxed out of my current job.
861419329	No adverse attitude about tolling. I understand the reasoning that the public user is required to pay a tolling fee.
861416352	lets do it.
861399471	It would be nice to see some none fee times on the bridges if in fact tolling has to be done. Oregon should realize that Vancouver residents might seek employment in Washington, while they get the new bridge they will lose a ton in income tax which we are currently paying. There should be discounts for people using the bridges most often and for multiple car households. Our family consolidates trips as much as we can, but it is not always possible to travel together.
861392301	forcing one choice on many of the questions will not help you fully understand why people are using the bridges
861381536	I will actively campaign against any politician that supports tolling any public road in the Northwest.
861381125	Why are we still studying and not really getting anything done??? Get with the program and do something other than more studies.
861375434	I live on Hayden Island. I don't want to pay any toll.
861368278	I think the tolls should start immediately!
861368055	Tolls are anathema to me. They cost money to collect, maintain, and support. This provides poor jobs for people and does nothing more than say we are watching you. It is bureaucracy at its best. I won't use the bridges and won't go into WA.
861316844	What type of detection device would you be using? How would you be able to catch violators?
861314604	I have strong concerns whether we in this region can support a multi billion dollar project. I believe the initial estimated cost of 4 billion dollars to be off the mark. There is a tendency to underestimate. Why not up grade the existing bridge seismically, and build a smaller light rail, pedestrian and bike bridge? I do not see why we need a 12 lane behemoth that we only make Clark county a much larger bedroom community and still increase traffic.
861309709	Toll them both, now.
861298589	Push on! I believe you're doing great work on behalf of all of us. Franklin A. Alvey, Ph.D.
861289718	Tolling the bridge ia a bad idea for one simple reason. I know there used to be tolls on I5 and they ended after the bridge was paid for. I don't trust todays politicians to do the same a second time. They get used to the money and become addicted to it. Tolls raise the cost of doing business for those of us that depend on crossing the river for business. I sometimes cross up to 5 times a day.
861280341	Forget the whole thing.
861276594	We need a new bridge, the traffic is terrible, and that is one reason I mainly take the i205 bridge.
861259314	We need a new i5 bridge badly! Please start a toll! Make a good public policy choice.

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861257248	IF, there is a new bridge built, why not incorporate a light rail system into the new bridge build, which could offset many of the current, as well as future costs, in addition, lessen the gridlock on both sides of the bridge. Rather than WA or OR having to make an agreement on who is going to pay for the light rail build, if it is done at this time the bridge is built, wouldn't it be easier to incorporate/combine costs for the bridge and light rail together??
861255949	I fully support tolling.
861255771	If tolling is done at all, it should be a flat rate, not variable. Variable may have benefits, but they are not outweighed by how much of a pain in the ass it is to have to worry about.
861254353	This appears to be a poorly designed poll which forces people to choices which do not fairly represent their views and experiences. This does not lead me to have more trust in the process of arriving at this very expensive plan.
861252371	DON'T TOLL THE BRIDGE!! It will lead to increased traffic elsewhere. This isn't California. If you can't afford to pay for the bridge with what is available, then your design is out of whack and needs to be simplified. I support LESS LANES, MORE TRANSIT, MORE BIKE/PED FACILITIES!!
861251869	I do not support tolls. If you are going to toll anyway then only use the tolls to pay off the new bridge. A toll is a user tax pure and simple, so just call it correctly. A user tax!
861250719	tolls paid for the first bridge, they should pay for this one too
861249204	GET funding from the Federal Government, they just spent \$3B on the Cash for Clunkers.. this is much more valuable and affects traffic on the whole West Coast.
861245894	tolling is the only way to make sure everyone who uses this bridge (California) pays their fair share
861245490	Since tolling sooner will reduce costs, we should start tolling today!
861242126	Stop the Toll...Start the Casino... A tourism destination to get not only locals paying for the bridge, but our leading industry the tourists. Everyone likes Vegas and it is time to make something people love as in gamble something that pays for our common good the bridge and other things. If not a casino then how about a bridge lottery... The point is it can be fun to raise money for the bridge and not another government program that needs enforcement agents to work. Well those are my two cents for what its worth...
861240823	Let's get this bridge built! You can't avoid tolling.
861239239	Please think seriously about the low-income earners in the service and hospitality industry who live in Vancouver and work in Portland. They CANNOT afford to pay a toll... much less a higher toll during their commute. Most jobs will NOT allow their workers to come to work at alternate times to avoid a toll... or any other reason. You aren't living in the real world if you think people will be able to drive to work whenever they feel like it to pay a lower toll. And why should poor(er) working people be disproportionately tolled... it WILL be like a higher toll for them already seeing as how they have less income to begin with. I'm sure that if most people COULD find a job here, and not make that horrid commute, they'd find a job here. There just aren't enough good jobs for all who desire them.
861238313	tolling only the bridge is unfair to the businesses which use the bridge as a part of doing business - ie a shipping company whereas a dentist or shop owner will not be affected in the least.
861238131	Don't build it unless you can pay for it.
861233743	If new bridge has exactly the same, or fewer, lanes for autos and trucks, it will be a total waste of time and money, not to mention a departure from realistic and sound transportation planning.
861223975	I totally disagree with the notion of variable rate tolling. It is a regressive tax on people who need to drive to Portland to make a living.
861223498	Devote the funds to increasing the number of passenger car lanes, including express lanes.

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861222845	This bridge is a boondoggle. Energy descent will alleviate the need to replace the bridge. What a waste of money and energy!
861222800	I would not be in favor of a toll that is collected by taking a photo of the license plate and sending a bill. That feels too creepy.
861221963	Don't toll me. I'm already taxed to death and pay dearly in fuel and time for my commute.
861220786	Tolling the existing bridge or I-205 is inane and will cause significant harm to the economy.
861219498	NO TOLLS
861219430	Look at the California experience, and then look at Sydney, NSW. The electronic process works. The CAL and BC drivers will ignore the mailed tickets. Toll EARLY, get CONSTRUCTION ZONE speed enforcement from I-205 junction to I-205 junction. Establish truck electronic monitoring. Allow for "casual" random passenger carpooling to reduce the burden on peak commuter drivers. Get both governors and both mayors to repeat "No toll, no new bridges."
861218763	I am a VERY strong supporter of alternate mass transportation options.... BUT GIVE US EFFECTIVE OPTIONS before you make car transport more difficult.
861216077	If you do variable rate tolling, I hope it is based on congestion and not just time of day so us reverse commuters don't have to be high rates.
861214854	Adding toll's the the I-5 bridge is going to cause hardship on a lot of working families that have to commute across the river for their employment. Everyone's budget's are already stretched so thin even a little thing like a toll can make or break a budget.
861212323	Stop spending transportation dollars on all other things until the bridge is paid for WITHOUT tolling!!!!!!
861211890	Also toll have to charged for bycycles and predestrians at the same rate as the Auto toll. This is only Fair. Also if you put mass transit acroos on the same bridge, you have to charge the transit riders the same toll as auto's along with the regular transit fare. Actually build the bridge for vehicle traffic only. The others have to pay if they want something else added. Yes a normal side walk on the bridge,just like we presently have is enough for predestrians and bicycles.
861209444	No tolling.....Feds should pay!!!
861208040	The bridge should be built without tolls!
861206277	Why wait for 2012? The technology is available, and the existing bridge is congested. Start in 2010, with the same rate on both bridges (I-5 and I-205).
861205082	Hard to comment when we don't know was "less" toll means. How much less? What will prime time toll be?
861204507	How R U going to collect from out of towners if there is no toll booths? Ck the Ok. tolls. I would put a 8.5% sales tax in Or & a \$ federal tax on all fuel for transportation. If this is not done soon the human race will vanish = starve. REX R. BAH R RHABXER@HOTMAIL.COM
861203055	split the cost between the two bridges and make it reasonable @ \$1.50per crossing.
861202063	Why are you considering tolling before you determine the cost of ther CRC and finad all other available funding? Tolling should be the last thing on the list. I think it's wrong to charge people more who are going to work during rush hour a higher toll. We have no choice but to use the bridge at that time. Make the toll the same 24 hours a day. Better yet doing everything you can to avoid a toll. Adding a toll to the I-205 bridge is wrong. Most of those drivers have nothing to do with I-5 traffic. Again, why the insistent on tolling so early in the funding of the bridge?
861201596	Building a \$4B monstrosity to nowhere is a lost cause. Get more connectivity across the metro area, starting w/bridge #3
861194000	Get it done quickly!
861191991	My support would be higher if there was an end date for the tolling. Once the bridge is paid for, will Tolls still be in place?
861190473	There shouds be lower tolls for lighter vehicles such as motorcycles and minicars.

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861189909	How will a minimum wage worker afford to commute with a toll?
861187828	Although I have lived in the NW since 1976, I was raised in Chicago, where toll roads and bridges were common. My husband lived in the Bay Area and is used to toll bridges. I think tolling makes much sense: folks who use the bridge help pay for it. I have no trouble with tolling and hope it prevails. We need a new bridge. We need light rail. Let's do it.
861187510	Go for the tolls! You have my complete support and my voice. Particularly if electronic tolling could help speed things up. People should pay for services.
861181057	tolling I-5 only would let us use "our" bridge and jam up 205
861179424	We live on Hayden Island, and cannot earn a living without crossing the bridge. We should be exempt.
861177885	Add lanes , not transit
861177118	The ONLY way I will support tolling and not file suit is if the tolls are based on income data so that everyone pays the same "hours" for travel. I will also sue for variable tolls unless there are exceptions for the minimum wage workers, which could easily be applied with use of transponders.
861176891	The idea that there will be "no tollbooths" is simply a fantasy. There are too many intermittent users of the bridge that are not going to purchase transponders. Even if you look at all of the other routes throughout the United States where electronic tolling has been implemented, the only ones where tollbooths do not exist are: one highway in Southern California (which parallels an existing, non-tolled facility) and a few carpool/HOV lanes which permit SOVs to pay a toll to use. If there are no tollbooths, there will be a huge percentage of toll evaders who are innocent of any crime for the sole reason that it is next to impossible to pay a toll. Is it fair to them, when there is no opportunity? It makes no sense to make non-transponder users exit the highway, go to some convenience store, and delay them 30 minutes (which causing more pollution and congestion on side streets!). It is unfeasible and dangerous to continue that opinion. Just because it's "technologically possible" does not mean it's right; it's technologically possible to eliminate the
861175513	Tolling should begin as soon as possible, not in two or three years.
861170968	I am unhappy with the plan to make the bridge a 12-lane bridge, which will encourage people to drive. I am supportive of a toll because it will be a small disincentive for driving.
861169490	Tolling should only be used to make up the deficit not funded by State and Federal funding. It should NOT be used to influence traffic and should be discontinued when the bridge is paid off. Use tolling only to pay for bridge construction bonds.
861168046	I understand there has to be tolls in order to get the bridge fixed. I would rather see a smaller toll that lasts for more years than a large toll for a few years.
861166355	Constructing an expensive new bridge while demolishing a working existing bridge and expecting the public to pay for it through tolling especially in the highest unemployment area of the country during a recession that is slumping into a depression is flat out insane. To ask people who may have moved away from the I-5 bridge and in order to utilize the I-205 bridge due to increased capacity to have to also shoulder this cost is unfair. Requiring the use of a wireless toll system trashes our freedom of travel while further increasing the cost to the traveler.
861159547	If tolling had never stopped on the I-5 bridge we could have paid for the new bridge by now.
861157432	I would support tolling a tunnel. Why not change the railroad bridge to open in the center and let barges and ships use the high center of the current bridge. Then traffic would not be stopped for a bridge raise and many improvements could be made to the current bridge.
861154346	income level should be considered. Especially for students.
861154336	The whole controversy surrounding tolling is absurd! I regularly pay a toll to cross the Narrows Bridge in Tacoma. That toll is well worth the improvement in the road!!

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861149458	Do not toll the I205 bridge. You'd tax me out of my current job. Already paying enough taxes (due to OR), don't need more.
861142713	Repair the existing bridge. Do not replace it.
861141616	I have to spend my money on things I can afford. The bridge builders should do the same. NO ON TOLLING!!
861139101	Build the new bridge. Build it now DO IT. Get'r Done.
861133486	There should be better choices than "Daily" vs. "a couple of times per week" which literally means 2. If you travel 5-6 days a week this is NOT a couple and is not really daily (which is what I ended up selecting)
861129565	i would like to understand question #6, i fell that it is not very explanatory on what method on how the payment of toll is to be payed
861126797	Toll and tax those from Washington yet the big improvements to sunset hwy in portland has nightly congestion massive traffic more people and no toll to cover the costs why all the intrest to toll the tax payers from the north that have no ACCESS to any Oregon services? Instead of improving the bridge why not create more jobs in WA and remove the FREE money from Oregon and support Washington?
861118144	The purpose of the new bridge is to facilitate transportation between the two sides, tolling is counter to that purpose.
861116853	dont need new bridge
861110846	higher tolls at peak hours seems to punish commuting workers who may not have the option to carpool or take transit -- I oppose
861108255	Tolling ends up being used for other things than paying for a bridge. Look at the golden gate. A small portion of the toll goes to maintence and upkeep. The rest is in personnel and running a ferry system that doesn't pay for itself. I do not support tolls because it won't end. Show me an end of tolls after its paid off and I am interested in supporting it.
861107259	A scaled back project would greatly reduce or even eliminate the need for tolls.
861102929	i don't think you should be forcing people to take public transit.
861101769	no light rail
861099501	No Tolls Period!!!!!! Reduce cost of new bridge by eliminating light rail, bike paths & all other things except for general traffic lanes!!!!!!
861144348	not enough places to include more than 1 choice
861227321	In general I support tolling for the purpose of congestion control. That said there has to be an alternative for low income. Someone driving to OR for a \$9/hr job will be slammed by tolls. I'm not against bridge replacement but a BUNCH of the engineering and cost (3 merge lanes each way?) is to accommodate ramps to Hayden Island. A separate bridge from near the Expo center will provide ample access for this island and can carry the initial leg of MAX to the island. If we build 6 lanes with 1 merge lane a breakdown lane on each side, have congestion pricing, add MAX to Vancouver, better pedestrian and bicycle facilities we will reduce congestion for years to come and we don't even know if people will be scooting around in SOVs when gas is \$5 - \$10/ gal. Resource and economic factors will force people to limit driving and/or use alternatives. More so than tolls. The 12 lane option will just move congestion downstream and cause more sprawl in clark co exacerbating the problem.

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861261794	We don't need as many lanes as are proposed. A good design will bring attention to the project (as well as added expense, I understand) and increase overall support as time goes on. The I-35W St. Anthony Falls Bridge in Minneapolis is a great example. The work of Santiago Calatrava is a genius (and therefore, probably very expensive.) Nevertheless, a bridge designed by him would bring travelers to the Portland/Vancouver area on a huge scale, and people would be tempted to Imagine the MAX crossing the river on something like the Alamillo Bridge in Seville, Spain, or the Bac de Roda in Barcelona. We'd have our "Golden Gate" or Brooklyn." Consider a landmark--we're already goin to spend a lot of money. Finally, please consider a monthly pass option for commuters. I support variable tolls, but people who have to work in one city or the other at a certain time of morning (or home to meet the kids at 5 or 6pm) need a break. No one likes to travel at rush hour, but please don't punish the folks who have to--they face enough stress as is. (Note: I am not a commuter, but have been in the past.)
861293506	Do it!!! Let's get on with it. We need the new bridge.
861253402	If the bridge was built for safty and use instead of supposed work of art there would be no need for tolls. Why are some people trying to bankrup our state?
861304255	I do not support tolls. Taxes paid by WA residents to OR along with a tax on OR and WA residents(exempting WA residents paying OR taxes) should be used to finance the project.
861350700	If there is a toll, transit users should pay the full cost of adding transit. It is time for traist users to pay their fare share
861346216	It is very easy for you to lose the focus of the funds intended purpose. ...well, we could justify using this for..... Politicos WILL cause this to happen. Wait and watch.
861391416	move ahead, don't be swayed by the loud but few
861438930	I think it is important to pay the actual cost for goods and services. I think a toll is only fair. I am very excited for light rail and pedestrian friendly routes.
861498313	It should be written in to the funding plan that the tolls will be removed once the cost to build the bridge are re-paid. Regular maintenance for the bridge should come from non-toll sources as they are today and the way other bridges will be post the new bridge completion.
861496203	Tolling just the bridge is unfair to Clark County commuters. The majority of the cost of the project is the interchanges south of the bridge. This should be a turnpike with distance based tolling between Portland (Rosa Parks) and SR-500.
861494773	Again we see transportation monies collected and they are not used for transportation needs, why? Tolling will only raise the cost of goods and why make the tolls higher during peak time, isn't that a stupid deal for those that have jobs in OR? Again we pay transportation fees to the gov and tax out of the nose for gas but yet it's not used for what it's design to. Then we have these stupid lights that are not allowing traffic to flow and the list of transportation funds are never met when you rob peter to pay for other projects? Tolling is a bad idea and the grand river project is a total waste if the doesn't know if the bottle neck on the other side will clear up the traffic flow first. Why is it folks always want to build a new and waste tax dollars??
861446251	Are drivers in Boston tolled for using the Artery Tunnel? How many west-coast toll roads are there?
861465737	We are against any new bridge, toll or no toll, repair and keep the one we now have!
861505936	I beleive the destruction of a sound and functioning bridge is wasteful and narrow minded. And the invasion of privacy proposed by the wireless toll is enough to make be use alternate ways to cross the river and never use the proposed toll bridge again. In a part of the country where environmental impact of construction and destruction is followed so closely, the proposed bridge is a foolish venture.
861536314	I would like more lanes for vehicle traffic so that tolling does not add to congestion.

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861096851	Yes, and it is that I am skeptical of our incurring the cost of building a new bridge, as compared with renovating the existing bridge and adding a third bridge limited to lite rail, bicycles and pedestrians. Also, if we do build an existing bridge I am concerned that any expansion of capacity will result in wasteful commuting by people who work in Portland but who live in Washington, and I don't want to see that. Whether we build or renovate, and if we build what we build, I do not favor increasing capacity, or if we do increase capacity only increasing it a bit, because I do not want to encourage commuting across these bridges.
861096505	Though electronic tolling will be used, please consider a booth lane for those who only cross the bridge once or rarely. Also, consider allowing drivers to recharge their electronic tolling tickets in area stores such as supermarkets, mini-marts, and gas stations. You want to make this system as accessible as possible.
861095405	If we are subject to tolls to pay for a program that has received little or no support from the Oregon side of the river, I cannot support tolls or this project at all. I already pay exorbitant amounts of tax money to Oregon because I am forced to work on that side of the river as there are no jobs that pay enough to support my family on this side. With that said, I am only paid a little more than is needed to even be remotely comfortable. My wife and I live paycheck to paycheck due to wage freezes in Oregon and reduced hours for her job in Washington and if tolls become a reality, I will be forced to quit my job as I will not make enough to break even, pay Oregon taxes and pay the tolls which cannot possibly be only \$2 to \$4 per trip. As per your Sep 4 meeting, those numbers are only arbitrary numbers put out to fill a space and not necessarily representative of the actual amounts that will be needed to support the project (which, per the Sep 4 meeting, has not been defined). Sorry, bottom line is I will not pay your tolls. Toll I-5 all you
861093326	NO TOLLS
861092777	Tolling could significantly decrease the growth of Clark County
861091831	I assume you have no plans to toll bicycles, but if you do, don't.
861089715	I'm retired on a limited budget and may have to give up (sell) my primary form of recreation, a boat moored on the OR side that I visit almost daily. Reduced tolls for seniors would be helpful.
861089696	Tolls will only hurt commuters wallets and will not reduce congestion, in fact they will add to the current congestion. Many people who commute using the bridges work in the outlying areas that mass transit does not easily reach. We don't need a new I-5 bridge. I only support tolls on a new bridge that goes between Gresham and Camas.
861089190	YES, THIS IS THE BIGGEST WASTE OF TIME. NO MATTER IF THE BRIDGE IS REPLACED. TRAFFIC WILL STILL STACK UP ON I-5 near the rose quarter (SB I5 two lane fwy) This is a huge waste of tax paper dollars.....speaking of...why are our tax dollars not being used to replace the bridge? - because they have been spent on other needless things or pet hwy projects? I SAY NO TO THE BRIDGE AND NO TO THE BRIDGE TOLL! AND THE 205 BRIDGE HAS BEEN BOUGHT AND PAID FOR TOLLING US IS DOUBLE DIPPING AND WRONG!
861088665	These tolls need to be considerate to people who have to cross the bridge daily. I do not want to see the tolls be so high that the average person would no longer be able to commute. Even with the transit incentives, for a majority of people, it would not be a practicle alternative.
861087811	How would electronic tolling work for people who don't live in the area and don't have electronic toll transponders? I support tolling the bridge until it is paid off, but then remove the toll, like was done for the existing bridges.
861087158	Make sure it is simple to obtain and replenish the automatic toll pass that will be used to cross the bridge in a private auto.
861086125	I want to know the bike toll, especially if they want a covered path. How ridiculous that cover is. You ride in the rain in this region. The opponents seem to be winning the battle because the project is being "talked to death"!
861085315	Let the public vote!!!!!!!

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861085248	I believe there should be toll relief for residents of Hayden Island. As the saying goes, you can easily get everywhere in Vancouver from Hayden Island, but you can't easily get anywhere in Portland from Hayden Island. It is even faster to get to the airport by crossing the bridge and coming back over on 205! Not only do we mostly shop in Vancouver, my mdical doctors, dentists and medical labs are there.
861082812	See #5, starting the fee sooner would be OK!
861082036	There ought to be no tolling for Hayden Island residents as there is no other access to their homes
861080518	I grew up in the Bay Area commuting over many fo the bridges there all of which require tolls. I support tolls as something that decreases congestion. People get used to it. they complain when tolls go up, but they take it as a amtter of course and living in an urban area with its attendant benefits.
861080495	Let's be sure the tolls are not misused. Protect them strongly to be used for bridge payoff and maintenance, not 25 other pork barrel spending ideas.
861079596	Tolls for those working in Oregon should be paid out of their Oregon State income tax. Any scenario that falls short of tax neutral for commuters should not be considered.
861078357	The website should explain how tolls are collected from vehicle owners- a credit card bill? How about out-of-area visitors, or people who have sold the car?
861077309	Tolls are the fairest tax.
861076412	stop screwing around with variable tolls as a method of 'selling' this to the public. put tolls on both bridges; it needs to be done; have the guts to make a decision and live with the results. thanks
861075491	Quit doing studies and build the bridge!
861074225	It's clear to me that a new bridge is badly needed, I'm less certain that it need be a great deal larger. It seems to me that a great deal of the traffic congestion around the present bridge is a result of "local " traffic attempting to access Jantzen beach shopping (from both Oregon and Washington) and a result of terrible freeway ramp configurations. Placing tolls on both bridges would enable the states to establish a sinking fund to plan for and build another crossing after the present proposed project is fully amortized and over capacity (which will eventually happen).
861071954	Put a tole on much earlier than 2012 so as to develope an earlier cash reserve. as soon as
861071597	I would install less lanes accross the new bridge
861069998	Urge the committee to go back to basics and build a new bridge that connects in Vancouver and south of Jansen Beach with no on/off ramps. Use existing system for all local traffic
861069773	I believe more jobs should be available in vancouver in order to alleviate traffic in portland. I would love to work in Vancouver, there aren't any jobs!
861069216	I agree with Commissioner Stuart when he said that this survey should ask how much of a toll people will tolerate. Also, I would hope that the bridges would be free to people who carpool/vanpool. A "casual carpool" system has proved very successful in Oakland and Berkeley California for people crossing the SF Bay Bridge. Maybe a similar thing could work for Vancouver with pickup points near transit stops/stations around the Yellow Line extension in Washington and designated spots in downtown Portland.
861069009	Toll only until new bridge is paid for not to support the state of Oregon!
861067526	Tolls should be enact at 1.00 for one way of travel, electronically collected and started as soon as possible on both bridges to minimize tolling later that would be a financial hardship on people. Everyone can afford a buck. Most people going to work for business can not afford to pay 3 or 4 dollars each day. Tolls should be eliminated as soon as the bridge is paid for. Cost of brige should be kept to a minimum to improve the flow of trafic but not be some grandiose "pipe dream" project of 6 lanes in each direction.

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861067329	Toll Bicycles too! Require a bike license for bikes to cross the bridge!
861066154	I strongly support tolling both bridges to prevent traffic problems created by drivers trying to avoid the toll.
861064428	no tolling at all
861063061	We need a new bridge and it needs to have transit so if the tolls could encourage this--great
861062722	Tolling would be a strong financial hardship for those of us who have no alternative but to work in Oregon. If the jobs we need were available in Vancouver, we would work there. You are forcing us to consider moving to Portland after living in Vancouver for the past 20 years. Variable rate tolling does absolutely nothing for the business commuter who must travel back and forth every day to and from work. We don't have the option of traveling in off-hours. Those of us who live in Vancouver and work in Portland already pay Oregon taxes. Tolling both bridges would be the last straw.
861061866	Any tolling with have adverse effects on our business and discourage our Portland customers from coming to us.
861061628	Try to make this project toll-free or minimize the tolls. Clark County residents working in Oregon already pay disproportionally high taxes (OR income tax & WA sales tax) and it's unfair for them to also pay the tolls.
861058073	TOLLS ARE EVERYWHERE IN THE MIDWEST AND FLORIDA, NOT A PROBLEM FOR THEM, WHY IS IT SUCH A HASSLE OUT HERE. WE ALL WANT GOOD ROADS, SAFE ROADS AND THE FREIGHT THAT IS HAULED.
861049296	Improvements to transit and carpool/vanpool are critical to the reduction of congestion on these bridges. People will still be required to commute between the two locations, so providing alternative and comparable options to the private car are important to ensure that low income residents are not negatively impacted. Also, some of the funds should be used for educating the public about these issues and maybe even providing childcare at either side of the bridge or agreements with some of the childcare in the area to reduce the penalties for late parent arrivals from congestion.
861049145	I don't understand how moving 3 lanes to a 6 lane bridge back to 3 lanes works
861031609	Provide a CRC bridge that supports above an above deck cycle path
861025007	Question 7: Passes should be given to below poverty level and free passes for medical reasons. Question 11: NO TOLL
861021210	Income verification on fee/toll cost.
861016187	I suggest variable-rate, such as: Student, Carpool, Handicap/Low Income/Vet.
861012545	Keep it simple.
861011159	Why doesn't someone consider making another bridge crossing.. In Scapposse and it could hook on to I-5. That would take the strain from Portland as well.
861004170	Tolling major highways has always irritated me. I pay taxes and don't mind paying taxes. But to get "taxed twice" with a toll can be a burden. Also, electronic tolls with no change booths make it hard, if not impossible for out of state users to use the freeways and for families and individuals who just can't make that take home pay stretch another dollar. And for people who don't have the ability to purchase an electronic mechanism? Plus, I feel that if you toll both bridges, the I-5 and I-205, it will be like holding a ransom against us; pay or don't cross. My husband flies out of PDX just about every week. We cross the I-205 twice, if not four times a week on an average. Plus, when he is in town, he commutes to Portland, thus crossing the bridge twice/day, ten times a week. Placing tolls on the bridge would be a burden for us. I have driven in cities where commonly used roads have tolls and electronically-user regulations upon them. As being from out of town, I found myself on one of the roads because it was very confusing reading a sign explaining how this
861001334	Need! New Bridge - Better Traffic Flow Extend Light Rail Fix Bike Route

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860997702	Show policy makers, staff, agencies how much of the cost would be paid back by tolls and how long would it take (based on projected tolling contrivutions). I believe this would help sell the idea to the public.
860996796	I already have to pay Oregon Income tax even though I don't live there or use their roads or schools. Now I have to pay a toll to get to work there too, in this economy that is absolutly obscene. Everyone is already scraping by as it is. Keep adding the fines and taxes and it will be cheaper for me to stay home and just be a drain on our welfare system.
860994003	Please ensure viable bike and public transportation (light rail) options
860993804	What about disruption during the construction phase? If immediate tolling on both I-5 & I-205 could help pay for a construction process to minimize disruption during construction, it will sell better.
860993100	No matter how much you enlarge the bridge, you still have the same number of lanes on each side of the river. How can you add bike or walking paths to interstate highways?
860988209	It would be interesting to find out the dollar amount at which people would take an alternate route versus pay the toll.
860966617	My (already too high) taxes go for road improvement/maintenance, just learn to manage your money/time better like the rest of us MUST do!!!!!! And keep a better eye on the workers, I can't stand it when I drive by a construction site and see 4 or more men standing around ALL looking at the same piece of paper (all pointing fingers in the same direction) obviously trying to figure out what to do next, hire more competant people and cut down on waste!!!
860959626	Please replace the bridge fast. Place sign before bridge warning about trucks slowing to near stop in middle of bridge- causes most of the wrecks.
860949040	bs, bs and more bs. Santa is coming soon witha surprise!!!
860927995	no
860925024	Tolls would be easier for drivers to accept if they are 1) applied equitably at all hours and 2) designated solely to finance the construction and maintenance of the bridge (which could include the light rail section). Tolls will be a very difficult sell if: 1) some users are singled out to pay more and/or 2) tolls are seen as a tool of social engineering by making it cost-prohibitive for all but the most well-heeled commuters to use the bridge. Making public transportation a more cost effective option via reduced fares (and safe and convenient operations) would be a more effective way to encourage people to change habits.
860866231	Let's get one built so we can use it. Build it large enough to support future traffic needs. I wish all that I pay to Oregon in income tax could be used for this bridge.
860865831	12 Lanes is crazy. You did not control for land use in your environmental study, so your entire land use study is based upon lies. Keep a high congestion based tolling fee on 6 lanes and watch the light rail use skyrocket and the suburban sprawl dwindle.
860857770	Oregon has resisted other conventional means of gathering revenue. Maintenance of this stuff comes from the general-fund here, and this should continue. Tolls aren't necessary, and if funding can't be obtained without them, then I oppose the CRC project altogether.
860835402	I don't support variable tolls on I-5 and do not support tolls of any sort on the I-205 bridge. That's the main reason I chose not to answer question 11....poorly worded question as the only options give the appearance that tolls ARE supported and assumed to be a given.

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860827921	I support tolling to pay for the bridge 100%. I am most concerned about the expense of tolls for the daily-to-work commuter than in how I would use the bridge. Daily-to-work commuters are at the mercy of their employers as to when they start and end their days. Families would be impacted most heavily by the tolls as they are further impacted by the expense of daycare. I am certain that most commuters will be unable to change the time of their commutes and would be most financially and would feel unfairly impacted. If any variable tolls should be enacted, the daily commuter should be given a break-in-cost on the daily toll. Especially the lower wage earners. I think this would make the idea of paying a toll easier to swallow for those who would end up paying the most money.
860808577	No
860807860	I absolutely do not think Washington residents who are traveling to work in Oregon should have to pay tolls. We are already paying income taxes for which we get no benefit whatsoever. Take those dollars that you steal from us and put them toward the bridge, something we can actually benefit from. We should receive a credit for a certain number of trips each month, to cover commuting to work and if we make more trips than that start paying tolls on those trips. Low income people should not have to pay tolls and people receiving unemployment benefits should not have to pay them either. Unless the tolls are very cheap you will have to put them on both bridges, many people will waste a lot of gas to avoid paying a toll. A lot of poeple go out of their way to take 205 anyway because the traffic moves better.
860806363	#11 - I would support tolling as soon as practical BUT for one huge problem -- I no longer trust politicians and bureaucrats. This is especially true for a contentious project that could be postponed ad infinitum. Wait until the process has REALLY started before you start taking money out of my pocket. The tolls should start before completion of the project. #12 - If both bridges are equally capable of carrying the traffic, equally attractive routes (except for the toll) then pushing people from one to the other with the toll doesn't make sense. I support tolling both I-5 and I-205 bridges, but ONLY IF the tolls are used exclusively for paying for the construction of the bridge(s) and the highway immediately around it/them. #6 - I presume that there will be lanes/booths to handle cash payments for people that are not set up for the electronic monitoring. As long as these lanes are sufficient to handle the full load of visitors and locals who do not want to be monitored, I would support the monitoring of those who want to trade away this degree of
860802040	people living in Washington/working in Oregon shouldn't need to pay the toll as they are already paying full taxes to that state for services that are not used and are taxed without representation
860779587	No or low tolls... if high, they will impact commerce as many will not go over the bridge.
860771667	No tolls period. Just another name for tax. Traffic will simply move to another area causing congestion there. I'm simply tired of the government spending more of my money while I'm not increasing my yearly salary. If the state, city, county doesn't have the money don't do it. NO MORE TAXES. Excuse me TOLLS.
860766231	Weekends should be free.
860765056	I strongly agree with Tolls on both the I-5 and the 205 bridges. The citizens in Washington that come over the bridges into Oregon should have to help pay for the roads they drive on to get the no sales tax benefits they like to use. So make the told legal and start quickly.
860751415	This is very frustrating that we pay taxes for road improvement and no planning has been done to use those tax dollars so now it's going to result in a toll bridge. Also, the idea of tolling on 205 as well is very upsetting because there are no other options to get between the two states. This is a very costly option for the families that are struggling to make it with the price of gas, groceries and everything else increasing. This is another financial strain that will hurt these families because they may need to cross the bridge to go to work or visit family. I do not support a toll bridge at all!

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860681339	Seriously you people need to listen to us-don't build another bridge! Improve as needed to the I-5 and deal with the congestion. In case you haven't noticed-since the down turn in the economy-traffic isn't as bad. Have people moved away? You bet. Foreclosed homes everywhere. Will traffic increase later if the economy rebounds? Maybe-maybe not. Deal with what you have and don't build unnecessarily. Stop wasting money on this and taxing (or tolling) us to death!!!
860667769	MUST!!!! Toll both bridges, and by the way let's not wait like we did on this one, and start a plan third bridge now.
860662069	NO TOLLS - PERIOD! NO RAIL LINE -PERIOD! VANCOUVER DONT WANT LIGHT RAIL, FORGET IT! This poll assumes we will swallow a toll bridge - forget it! NO WAY!
860649782	Tolls of the amounts discussed in this project are extreme and would punish Vancouver commuters who are just trying to get to their jobs in Oregon. Would they like to work in Vancouver and avoid the tolls (not to mention have a shorter commute and avoid Oregon income tax)? Of course! But Vancouver's job market is dismal and many people have no other choice but to work in Oregon. Excessive tolls will decrease prosperity in Washington, and create an even bigger disparity between Portland and SW Washington than currently exists.
860633472	As long as the toll goes to the bridge project itself, and isn't usurped by the city/fed's for other projects, I would support it. When the bridge is paid for, the toll should go away.
860598785	I don't think any toll should be over \$2.00
860593856	When the bridge is paid for and there is a fund for maintenance - take the tolls off - like we did many years ago. This should not be a slush fund for politicians to play with
860576765	Why are the people who work in oregon being forced to pay tolls? If we work there for oregon's benefit why are the oregon employeers not picking up the cost of our tolls? Why aren't oregon drivers paying tolls and why isn't oregon fixing their portion of I5 to make it more user friendly?
860556702	The new bridge the way it is being designed is a huge waste of taxpayer money. I WILL NOT support a toll of any kind. It is time the government and states learned to live within a budget just like the rest of the working families. Toll for a hugely overpriced bridge, haha.....NO WAY!!!!!!!!!!!!
860542593	Please upgrade Hwy 47 north of Hwy 26 and upgrade the road from Vernonia to Ranier so I can get onto I-5 faster than going through Portland
860539080	making I-5 a toll bridge is a good idea, it might help slow down traffic congestion.
860527558	GET R DONE
860518591	Do NOT toll both 205 and 5, that is greedy. Make a flat toll that covers everyone at the same rate.
860516097	BUILD AS BIG A BRIDGE AS POSSIBLE WITH ALL POSSIBLE FORMS OF TRAVEL TAKEN INTO ACCOUNT AND FUNDED WITH 24/7 TOLLS
860466366	Variable tolling will put people on low income jobs on Pregon in a bad situation. They will either have to go to work at the normal time, or go to work earlier than usual and just sit around and do nothing for several hours while waiting for their shift to start, resulting in wasted man hopurs. Also, there will have to be toll booths so that out-of-state and out-of-area drivwers can pay their tolls. This is a no-brainer. They have the same situation in Tacoma with the new Tacoma Narrows bridge. In my job, escorting wide loads, I do not have the luxury of changing my commute times, as I have to be ready to go when the customer calls.
860451891	WE ALL ALREADY HAVE ENOUGH TO PAY FOR.YOU WANT TO WIPE ALL OF US OUT.NO TOLLS!!!!
860430805	wide bridge doesn't make any sense if i 5 only 2 lanes in some places. More lanes all the way and higher speed limit.40 Its a joke.

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860430623	Please think of the future and not the outlash from the public, the completed project will be worth the hassle with the public.
860428708	It needs to be affordable, especially with so many folks in a critical financial state due to the high unemployment rate. I remember this bridge had a toll in 1965!
860426468	NO TOLLS and NO LIGHT RAIL - The congestion isn't bad enough to take more of my paycheck.
860422366	have some symphathy for commuters who work in portland and must drive during high volume times.
860397817	if you charge too much people may decide to tell you where you can stick your toll!
860394388	not really
860393264	na
860386051	build the bridge soon
860384728	Tolls on both bridges with a consistent fair is fine with me.
860349410	Why not build another route across the columbia (west side bypass) before starting this project. That way there is sufficient capacity in the area for growth. Then only a replacement structure will be necessary.
860347962	yes, we need to get more jobs in vancouver so many don't travel cross the bridge.
860347785	For people commuting to and from work should get a monthly set fee. We pay Oregon and Washington income and sales tax. We should be the ones with the lowest fees and pay monthly.
860346831	No tolls!
860338535	I commute to from Vancouver to Portland for work, and am part of a carpool. Tolling the bridge seems like Vancouver residents will be paying 90% of the tolls, as the only congestion around the bridge is WA residents in the morning going to work, and WA residents in the evening coming home from work. Doesn't seem like a fair deal to me.
860328052	Tolling won't improve anything. Research better ways to milk the public of their hard earned, already strapped cash.
860323172	if tolls are good enough for the rest of the world, they're good enough for us. It's time to make the people who use the bridges pay for them, to help defray the cost of the construction and fitire improvements.
860320128	We don't need a new bridge. It won't help congestion one bit because cause of the congestion is all on the Oregon side.
860291701	Too much money is being spent studying the problem and not enough just getting it done. Also keep Mayor Sam Adams away from this, he is just too controversial.
860287155	Corporations need to pay for this.
860276423	How about an 8 lane bridge: 6 Northbound and 2 Southbound lanes. That would ease sprawl in SW Washington and reduce strain on other chokepoints in the metro freeway system.
860267247	Interstates should not be tolled. If you want to add a speed lane which is tolled, go ahead, but charging the poor taxpayer to use roads they're already paying for (and were already using without toll until recently) is just plain wrong. It's yet one more step toward the same "pay to play" system that we've got for healthcare.
860232703	Nice survey
860214474	Tolling is nonsense. We pay gas tax for this. The illegal use of gas tax for vanity projects like a cap over freeways is why it is brought up. The purpose of the bridge is mostly for Seatle-California traffic and their needs are ignored to satisfy egotistical plans by local mayors who should have NO say.
860137416	This should not be viewed as some sort of new revenue source. Once the bridge is paid for, the tolling needs to STOP.
860134091	Forget tolls.
860131233	This is not the first time that a toll has been on this bridge.

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860107094	I think it is very reasonable that the people who use a bridge should help pay part of the cost of expanding it. It also makes sense to toll both bridges because congestion over the I-205 bridge at rush hour is awful too and if traffic moves from I-5 to I-205 to avoid the toll, that will only add to the problem.
860099569	There will be NO tolling, and you people are just wasting tax dollars that could be going towards that end.
860095993	I work at the airport, and I work W-Su, I am so against tolling, but know it must be done. I do not want to be paying tolls IN EXCESS of the expense of replacing that bridge.
860092277	The more transit and bikes the better.
860089768	it seems to me, once installed, tolls are here to stay - even after the projects are long complete and paid for. I would assume these bridge tolls will be permanent.
860077742	I work in Portland, live in Vancouver. Between Oregon's Income tax, Washington's sales taxes and high Washington property taxes - adding a toll for me to go to work everyday is crazy. I pay Oregon taxes, but have no representation for the taxes I pay - maybe they can use the taxes for my toll money, especially since I use the I-205 bridge. I'm being squeezed too much already. I say - no toll.
860008046	I don't support tolls at all. If you have to impose a toll just leave the bridge the way it is. Personally I can't afford any additional expenses. Having to pay to get to and from work really isn't an option for me. My salary has already been decreased 10% permanently because of the economy as well as 2 weeks of furlough days with more to come next year.
860001450	Do not build a new bridge until I-5 south of bridge is improved to handle traffic; bridge is not needed !
859993205	No Tolls. This is federal highway bridge. The federal government should fund this bridge. Increase federal taxes in order to generate sufficient funds to fund federal highway improvement and maintenance costs.
859982563	Whatever time of day, make the toll manageable. For the rumored \$6-\$9 per trip our household would limit visits, quit sightseeing, NEVER shop
859973547	Tolls are appropriate for the building and maintenance of big bridge projects. People should just pay to use the bridges in the area.
859972315	I think tolls will be a part of achieving this necessary bridge project. They have been around for a long time. I just read of a bridge in central Washington built in 1919 that had tolls.....
859968866	Find another form to pay without creating a hardship on workers working in Ore from Vancouver. Washington workers already pay a state tax to Ore we can not use.
859968397	TOLLING IS JUST ANOTHER WORD FOR TAX.....AND WHY DO WASHINGTONIAN'S HAVE TO PAY FOR LIGHT RAIL IN TO VANCOUVER, WHEN ITS NOT WHAT WE WANT...AND ARE YOU GUYS GOING TO LISTEN TO US OR JUST DO WHAT YOU WANT?
859964458	Do a smaller bridge, fix the on and off ramps and not toll. Make Oregon fix the backup in Delta park. The congestion is not caused by the bridge, it's caused by 2 lane delta park and the bad on and off ramps.
859960378	Variable tolling is going to punish commuters who dont have flexible work hours. These are more likely to be lower income people, which will cause a greater impact to their budget. My experience with these in San Diego is that they become very high during peak hours, almost to a ridiculous level (\$9 per trip was common). Also, people who pre-pay tolls should get a discount over those who do not.
859958349	If you do make a new bridge, make one with at least 4 automobile traffic lanes in each direction. It would not be wise to keep the same number of traffic lanes on a new bridge as you currently have if you want to lessen traffic congestion. I live out in the Canby area, and I travel over the bridge to visit work sites (I am a geologist), so rapid transit simply wouldn't be reasonable for me.

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859954130	I am in support of tolls for a new bridge as long as there's an ironclad guarantee that the money won't be diverted to other uses (such as Tri-Met, urban renewal, Metro, etc). Those may be worthy causes, but it is not appropriate to fund them with bridge tolls.
859791776	I don't think that BOTH bridges should be tolled. Some people that work in one city but live in the other will be crossing that bridge at least twice daily about 5 days a week. If that is too expensive for them, they need to have the choice of driving an alternate route to avoid the toll. Otherwise, it could cause financial problems for some people.
859681237	the first lie was your biggest -- that this is a 12 lane bridge. It is no bigger than the existing bridges in over-the-water lanes. but you haven't stopped lying. they just keep on coming.
859670357	Provide west side express bus service from 99th TC or Salmon Creek TC to the MAX rather than travel all the way downtown.
859663687	make southbound I-5 near Victory Ave 3 lanes 1st!! Also, 8am and 5pm happen everywhere, you will never cure the problems
859662563	Tolling an interstate is wrong. It will end up hurting Clark County
859661470	No Tolls!
859644877	I-5 bridge it essential for my commute to Oregon, since I live very close to it. Because of this, I strongly believe Tolling is both reasonable and necessary. I am willing to pay for the convenience and privilege of commuting on it.
859870728	don't roll over!!! It is a federal project. Get every dime you can from the Feds. Dont tip your hand!!!!Is Vancouver a gnat to be squished or a fly in the ointment? Kee the pressure on local fed representation!!
859578303	Tolling is not the answer!
859544426	no tolls. plz use existing funds wizer.
859538813	I believe it would be more helpful to the TV audience if all of you could speak in plain English. Thanks.
859533923	Learn from what works- eg. The Narrows Bridge tolling!
859527224	This is a major interstate and we already pay enough taxes to to get a proper bridge replacement without tolls.
859473700	I believe that tolling is an essential component of future large transportation projects
859273190	I like the idea of having the tolling system recognize license plates so that transponders are not necessary, especially for people like me who would only use the bridge once every few years
859268234	I simply cannot afford to add this to my budget for the number of times I have to cross. Do NOT toll I-205, it's not relevant to the project. Thinking you can shift traffic with variable tolls is ridiculous, just like thinking HOV helps traffic, and reducing parking spaces will reduce parking demand and congestion. Ridiculous.
859227861	Light Rail=Yes
859125762	In my opinion, we don't need a new bridge at all.
859120067	I don't think the I-5 bridge should be changed. There needs to be an additional bridge built. I think that when the bottle neck at Columbia is fixed, it will fix most of the jam. Also if the bridge had a lane on each side for stalled vehicles that would help, but I know that the bridge can't be modified. I really think an additional bridge to the west or to the east of 164th would be the best option.
859105086	Build the damn bridge!
859095140	I will close my business in Clark county if a toll is added to any bridge or road I use. I'll just move it to Sherwood.

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859083754	Put the money where it's needed; and you claim it's always going to - improving the nation's worst bottle-neck in Delta Park. You've spouted off for decades on how you're going to widen it, repave it, etc., but nothing ever happens, due to Portland's political system burdened by extreme political correctness. I highly doubt that this bridge project will ever be started, let alone a new bridge built, but whatever happens, it's imperative that light rail be included in whatever bridge happens to materialize, if ever.
859071888	make I-5 wider and stop trying to micro manage us.
859054763	Forgetr about the train coming over here. We don't need it here in Clark county
859046121	I would rather see \$1 per gallon national fuel tax increase than a toll on I-205! This would promote conservation, less dependence on foreign oil, create incentive for public transpotation, etc.
859024346	You should check the Oregon license plates going aacross the bridges in the mornings and nights too. Put an extra strong toll on the license cheaters. Maybe a special electronic chip when you license your car in Washington. If your car doesn't have the chip---you pay a lot more.!!??
859005660	NO TOLLS AND NO LIGHT RAIL, make the bridge wider. My business depends on it.
858953497	I'm opposed to a toll; infrastructure planning should be made from regular revenues. I'm also skeptical that the toll would be lifted once the new bridge was paid for. Once a new tax is in place, politicians and administrators will contrive some rationalization for keeping it in place, and they will always find a way of spending any revenue they can get their hands on.
858894687	i already pay oregon state income taxes without any representation. pay out of state fishing licensing. Jantzen Beach and the new Airport shops exist because of washington residents. Enough said.
858878466	If tolling is done, it must be time limited to 4-5 years.
858857456	I am against tolls and this design. A 3rd bridge was eliminated from the start which is the best solution and one I would support tolls. This design does not increase vehicle capacity-just adds mass transit at an exorbitant cost.
858842504	No Tolls! The fact that this is even being considered indicates our local government is completely out of touch.
858839486	quit wasting money and time and get the bridge built already
858811376	Tolling would be detrimental to Clark county residents. They already pay enough taxes to work in Oregon. If we implement tolling, It would force me to move out of the area. It would become very expensive. Not to mention, It would prolong the economic hardships for people who live in this area.
858756230	only to pay for bridge, no more
858743127	make it happen!!!! put light rail in to WA up to Salmon Creek and then back down the 205
858732177	I-5 is the major NS route on the west coast. Why aren't the FEDS paying more of the costs?
858717240	Having only two bridges over the Columbia and then tolling both of them, is nonsense. This will be a major economic imposition on Washington residents who work in Oregon.
858695848	Tell the feds, no 90% funding their bridge will not be built. Get tough with feds. Can't anyone in any of your study groups do tough negotiating?
858603049	This entire project is a farse. YOu don't have funds to build. We don't need light rail. The company managing the tolls will take a huge chunk of the money, thus depleting the funds that should go to the bridge. I think this project should be a Federal Project. Let them pay for it.

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858591290	NO TOLLS. Shouldn't the federal government be paying for this bridge? After all, the I-5 Bridge is a major INTERSTATE BRIDGE on a major INTERSTATE FREEWAY that connects our northern border with our southern border of the USA. And if both states have to share the cost, then both states should pay 50/50 to build the new bridge. Tolling the bridge will only shift most of the cost to the state of Washington. That is totally unacceptable. We are taxed enough all ready.
858590864	I agree with taxing those who use it. But we need to keep in mind, will this cause problems with commerce. Raise costs of food, fuel and a host of other things. I'm continually amazed at how it has come to us that the third bridge is impossible because of no place to store materials and other reasons. East Clark county still grows and the traffic in the morning it growing and growing. I-205 seems a slow moving parking lot at times. I have a very hard time believing a third bridge is not more of a solution before there is not room to build across the river. Many forget also there are a lot of people who come from Oregon to Washington for work which includes actual jobs or delivering and picking up things. I still believe that the third bridge is more of the answer.
858570785	I am not in favor of tolling at all. Hardship for workers, or trucking
858543694	The only way I will support tolling on the interstate is if there is a major push to bring high paying technology jobs to Vancouver, an aggressive push back against the tax manipulations in Portland, and FREE mass transit for workers crossing the river.
858541759	Perhaps a heavy-direction tolling system. Southbound in AM, Northbound in PM as it appears to me the main source of congestion is Vancouver to Portland in AM, Portland to Vancouver in PM.
858505373	Scrap light rail and reconsider a third bridge to complete the freeway wheel around the metro area. That would most reduce Portland/Vancouver congestion/pollution, and save the most fuel. Starting a commuter train to Woodland on Amtrack might also be a good idea.
858503429	Start using transportation funds, and gas taxes, only for road improvement instead of other projects.
858470758	Since you are hell bent for tolls, keep them low during times when people are commuting to work. Since there are so few jobs in Clark County it forces people into Oregon. Government spending is completely out of control. Do not add yet another big financial burden to the families!
858465492	Do NOT put a toll on the bridge.
858017224	Tolling is a bad idea. Raise gas taxes instead.
858011298	These questions are slanted to support tolling. Shame on you...
858001204	I think tolls are necessary to help pay for the bridge without overburdening the taxpayer and also to encourage less single occupancy vehicle travel between Portland and Vancouver. I'm quite willing to pay the toll for a safer, more reliable trip to/from Portland.
858498047	Don't listen to the haters. Do what is best and right for the region.
857797682	cut funds elsewhere. people need to able to get to portland and should not be penalized for this.
857797741	iNSULT TO CHARGE TOLL When the government is handing out millions to every Tom, Dick, Harry and wierd causes and groups. Have we no say how our taxes are spent?
857764351	Do not toll the bridge
857722602	I think it is unfair to toll higher for folks who HAVE to travel to Oregon from Washington to work. They cannot change their hours of travel and may not be in a position to take an alternate route and/or public transit. They should not have to pay more because they have to work.

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857686605	I reject tolling as an imperative. We have no toll roads now in the area and if tolling is allowed on this project it will inevitably expand to other area roads. It has not been used here in the past and should not be allowed now. NO TOLLS! We are taxed enough!!! The combination of Federal, Oregon, and Washington State funding will be enough with the properly applied political will. This much needed new bridge is needed on a regional and national level as well as locally. A bit of the trillions of dollars being thrown around in DC should be allocated to this project. NO TOLLS!
857634351	I do not support tolling.
857625865	Build this bridge...the widest, nicest you can build and add light rail to the package! Let's look to the future.
857601787	If I missed it I am sorry but you need to explain how electronic tolling works, where it is being done now and what the results are, good or bad.
857529019	Dont Want to see tolls on the bridge at all. If the bridge cant be replaced with out tolling then it shouldnt be done.
857340025	YES, IT WOULD MAKE MUCH SLOWER TO GET A CROSS THE BRIDGE EIGHT WAY.
857319791	tolling will be unnessaryif we don't build an unneeded new bridge.I worked in Oregon for over 38 years and retired in June of 2007 and the traffic congestion was before you got to the bridge. Once you got on the bridge, traffic sped up.
857306241	As part of the project, to increase traffic flow, the number of on and off ramps to the I-5 Corridor need to be decreased. The high density of on/off ramps and *excessive* number of merges causes the "accordion" type wave. The current bridges have plenty of capacity, the major problem is too many entrances/exits, which creates a bottle neck from merging. Better control of the traffic merging will do more than a new bridge to improve throughput. A new I-5 bridge is still needed, so that bridge closing from boat traffic can be avoided, however, the merger situation is what causes most of the traffic. The regular south bound I-5 traffic on Saturday is proof of this.
857282775	I am very supportive of a publicly funded bridge in addition to the I-5 (preferred) or to replace the I-5 bridge. I do not want tolls on any of our bridges and prefer we pay for it with bond measures or other means. Tolls are a plague on the east coast and I am very disappointed to hear that this is the plan for our new bridge options. Tolls always slow traffic, no matter how easy the technology makes it, and will further isolate Vancouver from Portland. It will also be the only toll on I-5 for the entire Western United States. Lets do better than the east coast and find a new bridge funded by the public with lots of mass transit options. Build green too please and Pearson airfield can deal with the bridge or somewhere else.
857256715	This survey is BS! Where is the question that asks are you in favor of tolling? These questions are great ways to mislead the public about what people really feel about polling!!!! I DO NOT SUPPORT TOLLING IN ANY WAY, SHAPE OR FORM!!!!!!!!!!!!
857249579	What are you going to do when someone has no \$\$\$\$ no charge cards and no debit and banks are closed??? To help pay for bridge put a sales tax on all soda pop. Only fair to water beer other and you would get a ton of revenue from it.
857218011	I think that a flat toll should be charged, no matter the time of day. If it costs \$3.00 to cross the bridge, it costs \$3.00 to cross the bridge. I don't want pricey-toll-avoiding commuters clogging up the roads when I'm on them during non-peak hours!! People need to just suck it up and pay. Period. Then the bridge will be done faster, people can catch the new light rail, and we'll all live happily ever after! Also, I do not support tolling 205. THAT bridge is completed.
857206773	I want to see a commitment that tolls would be removed once the bridge cost is paid for (like with the original I-5 bridge). On-going maintenance cost of the bridge should not be covered by tolls, and tolls should not be used as an on-going revenue generator for the states ... regardless of where the money goes.

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857130740	Many Washington residents license their vehicles in Oregon to avoid the sales tax and then after a year switch their plates over to Washington. For the last 18 years I see them every morning commuting from WA to OR for work with Oregon plates. Maybe cars with Oregon plates should be monitored and if these WA residents are avoiding sales tax they should be given citations and fined. Part of the money from these fines should go to pay for the new bridge.
857102617	I support the current direction of the project 100%
856995976	Your survey is flawed because it did not allow me the option on some question to not support the toll in any way shape or form. There is enough money in the system to pay for the needed structure if the govt weren't so wasteful and stupid about using unions. Do the job right and do it quickly. Quit taking every living cent out of the people who work for a living!
856969339	It is discrimination targeting drivers to only charge tolls for just cars and trucks. Drivers are already paying gas taxes to pay for the bridge. Max train riders are the ones that need to have tolls added to fares to pay for the part of the bridge that holds up and carries the train tracks to a downtown that is already excessively taxpayer subsidized. Likewise, the bicyclists must be charged tolls to pay for their own deluxe deck and any approaching bike paths. It is blatantly offensive to expect drivers whom greatly contribute to the regional economy to also pay to cross the Columbia River, and then give free or subsidized passage to Max train riders and bicyclists who want everything for free. This is not communist china or the Socialist Republic of Portland as envisioned by Sam Adams and his cronies. This is America where if tolls are charged to pay for a bridge, everybody who uses it pays for what they use.
856954237	Make the improvement pay for itself. That is, don't toll I-205 to pay for I-5 improvement.
856943163	We need a new I5 bridge - duh. People are dreaming if they think it can be built w/o toll income. I do not support a toll unless light rail comes to Vancouver on the new bridge. Same with toll on I 205. I am for it if it ultimately gets light rail on the bridge. Finally, can a simple cost benefit analysis be presented on this project? You don't really expect us to plow thru all that stuff on the WDOT website, do you? People get scared when they see the big price tag & don't have it put in the context of Cost/BENEFITS. Thanks!
856931574	I understand the need to toll, but tolling an existing bridge that is already paid for does not seem appropriate.
856915230	I have experienced tolling on several bridges, including the SF/Oakland Bay Bridge, and feel that it is a fair and appropriate users' fee.
856906693	Yes, if you take out light-rail, which most of Vancouver does not want, you could save millions of dollars and not have to charge a toll.
856889163	I only ever Bike across for my commute and I do this in spite of it being one of the more unpleasant (albeit scenic) spots to ride, between the poor routing on Hayden Island to the narrow, noisy bridge. A big wide bike lane is what would make the most difference for me in the new bridge.
856886966	I'd really like to see emphasis placed on making mass transit attractive. I don't have the option of carpooling for because my business hours vary dramatically and I don't drive to set destinations, which that would be required for ride-sharing. Punitive tolls are very undesirable.
856879944	You can toll the I-5 bridge to your hearts content, I don't have the need to use it fairly often at all. Toll both bridges and you will be putting my family in economic distress. We can barely afford this area now as it is, especially since we are required to work in Oregon (no jobs in Vancouver) and on top have to pay the ridiculous Oregon taxes which Washington has not helped us out of even to the smallest degree. If you toll both bridges, we will have to resort to looking at moving out of the area in order for me to be able to support my family.
856870273	Any tolling should be an Oregon State income tax deduction.

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856870102	If tolls are part of the package, which I believe they should be, then I think it is absolutely critical that both I-5 and I-205 are tolled, otherwise traffic will be diverted from I-5 to I-205 causing a huge number of problems.
856863511	Why toll people for different time if the toll is to help fund projects. Toll a car any time and any day the same rate. They are using the bridge the same way either day or time. How would there be no toll booths as suggested in question 6. There would have to be some toll booths for people who only travel a few times a year or once every few years. That question is misleading. You should clarify that there still will be toll booths.
856850673	Don't listen to the short sighted nay-sayers. Replacing the bridge is essential and tolls are essential to making the financing package happen.
856837679	Mass amounts have been made studying this problem. Have CRC pay for this and NO TOLLS!NO LIGHT RAIL!!!
856831399	This is a federal highway project. Tolls should not be used in any way to pay for the project. To toll working people daily to get to thier jobs is plain extortion. I-5 is the main north south highway on the west coast which benefits all. To make the local community pay a higher share of the costs is just wrong. Find another way to pay for the bridge or don't replace it.
856517865	Scale back the project, complete it in stages. Find a way to build a new bridge without tolling.
856511664	We need jobs now. Let's get this bridge built ASAP!
856481356	realign/reconfigure the railroad bridge to avoid bridge lifts please
856441111	I will not go across a toll bridge. How would I pay electronically if I only use the bridge once or twice a year? Are all vehicles in the area getting a pass key that will debit our bank accounts??? Just how are you planning to do this?
856354454	Tolls should be as high as possible. Vancouver brought this on itself and it should pay for the majority of the problem.
856229250	Provide incentive toll rates for car/van pools. Don't poll law enforcement patrol cars and emergency vehicles.
856202577	no
856149128	Why are going to make a toll for a 4.2 billion 12 lane bridge, when we can spend the much less money on a 6 or 8 land bridge and encourage all to use public transit... encouraging highway growth encourages the fuel industry which is destroying the earth and causes war in other countries.. We NEED MORE OPTIONS!!! Not just a survey about how to pay off this awful use of money! how about tolls to help our failing education system...
856145081	I think the proposal for the new bridge is too wide. It seems like the variable priced tolling and better transit could be used to significantly lower the overall cost of the bridge. Also I think that freight should have to pay a higher cost since they take more roadway and do more damage to any structure, plus they can shift to shipping via rail which would reduce the need for a larger bridge.
856138981	Please do not penalize daily commuters by having them pay a higher toll rate. How much of the cost of the new bridge will have to be covered by the toll? Can we make sure the toll will only be collected until the bridge is paid for as was done for the original bridge.
856087597	Thanks for your work. Tolls are reality so don't be swayed by the vocal minority who can't wrap their heads around financing a project of this size without tolls.
856079306	Answers for questions 1 and 2 should include a choice between "a couple of times a month" and "a couple times a year." That's too large a spread. Perhaps "every month or two" could be added.
856072328	I don't believe that we can feasibly toll enough to really afford this project - financially or environmentally.

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856064423	I think more efforts to pursue Federal funding should be made. Especially when they are spending money to help the economy. I'd support a seperate new toll bridge or even a couple of toll lanes but not a toll on eveyone for all methods of crossing.
856036790	I believe you need to give a better explanasion of how the non stop toll process works cause it makes no sense to me.
856022947	No, I think the CRC project has been rigged from the beginning and it doesn't matter what I say -- you'll do whatever you want anyway.
856021917	Do not support tolls what-so-ever
855982834	People who have family or favorite shopping across I-5 should not have to pay a toll charge, if so, very limited to once a week! Anymore is wrong and I don't like it!
855980888	Bridge tolling is like a user fee -- it is paid by those who use the facility. That makes it more palatable to me.
855970260	I believe that the Tolling Study question #6 is very misleading, this bridge is used for commerce for the entire west coast of the US, not just for tolling local traffic. Any form of tolling will exasperate traffic congestion.
855953245	No toll, the bridge is part of an interstate that runs from Canada through California. It carries, transport, commuter, traveler, and shopper traffic. As such it should be funded by the federal government.
855948337	Anyone who has lived in the midwest or east coast know tolling is a way of life. They would laugh at what is going on here with the debate on tolling. They would say get used to it, no big deal.
855884217	I understand that tolls are needed to pay for a bridge. I'd like to see them removed when it is paid for. I love the I-205 bridge. It has clean lines, good visibility, looks great and is easy to navigate. I can't understand why we don't build another one just like it, though if needed, with a few more lanes. We are spending millions on designs...why? To rival the Golden Gate bridge? Why? It's a bridge. We need a new one. Let's just build it like the other one which works perfectly well.
855870304	Tolling will add hardship to my family which has suffered job losses. I do not support tolling.
855751294	There are many interstate travellers, i.e. Californians, Canadians, etc. These folks passing thru should pay the same toll as the locals commuting.
855725281	No tolls!
855724772	How about easing the Tax burden on Vancouver residents that work in Oregon. I prefer to take those taxes that are owed to oregon and reroute that to fund the bridge. NO TOLLS!
855724459	This bridge should be funded by Federal and State funds. How much state tax does Oregon keep on Washington residents who receive no other services. No to tolling and no to light rail on the bridge.
855708309	NO TOLLS! WE PAY TOO MUCH ALREADY. USE THE EXISTING FUNDS MORE WISELY OR DO NOT BUILD A NEW BRIDGE.
855677128	I THINK YOU SHOULD ONLY TOLL RUSH HOURS. I DID NOT MOVE TO WASHINGTON TO PAY BRIDGE TOLLS TO VISIT MY PARENTS IN OREGON!!!!!!!!!!
855652962	I am NOT in support of ANY tolls on ANY Bridge. This is a FEDERAL interstate bridge that is on the main interstate highway from Canada to Mexico. This is NOT just a commuter bridge for Vancouver people to go to work. It is for interstate commerce and tourists to travel around the country. There should be NO tolls on this bridge that would affect mostly the local population and cause undue burden on the population. In no way should the I-205 bridge have tolls placed on it.
855644200	Most major transportation facilities - road, bridges, etc - in the United States are tolled. Do I like it no. Do I think it is necessary - yes. It is important that committee looked at a variety of options and communicated all their findings to the public.

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855642138	If tolling; both bridges need to be tolled, if new bridge has more then 3 lanes in the southbound will portland do something with the lane restriction at 405, broadway thru 84 interchange. and will janzen beach, delta park,hayden medows have better interchanges. I like the idea of light rail, and bus only, car pool lanes.
855628601	I do not support any tolling. With the miserable state of the economy comments I hear about expensive bridge options to rival the glory of the Golden Gate bridge are very frustrating. If we need a bridge, I'd like a functional no-frills, utilitarian, economical structure like the 205 bridge without tolls.
855593357	I have to pay tolls every day and the project had no state or federal financing. Everyone else should do that also.
855579008	Clark County is in the top 4 or 5 of Oregon income tax paying counties. At one time our tax dollars were earmarked to stay in the metro area, today they are entirely in the state general fund, meaning our income tax dollars could be going to SE Oregon. I'd like to see the Oregon and Washington legislatures and governors work together to at least get a certain percent of Clark County Oregon income tax dollars to go towards the construction of a new I-5 bridge. If Oregon would at least consider doing this with our income tax dollars, perhaps the very unpopular idea of tolls could be avoided altogether. Heaven knows they are collecting just as much or more per year than would be made back from tolls.
855572734	No one likes to pay extra, but you either pay directly or indirectly. Tolling has the benefits of not only helping to support the facility, but also encouraging people to make choices to travel differently if they can.
855571120	I ride C-Tran from Fisher's Landing to downtown Portland each weekday for work so the tolling would only affect my weekend commutes into Oregon. I answered the above questions as if I didn't take mass transit and had to drive from home to work to Portland each day using I-5. As it is, I only drive into Oregon from Washington for pleasure not more than once a month and I rarely use the I-5 bridge. Once the tolling starts on I-5, I will try to avoid using it.
855549201	The bad moon on the right, less roadblocks, I'm from Portland, Or!!!
855484781	Please make the tolls high and the bridge small. Keep the same number of private autos crossing the river in 2030 as today - just faster and more reliably.
855441149	I understand the need to toll. I think it would a great idea to toll both the I-205 and I-5 bridge because of the lower toll cost and I know that if the 205 bridge was not tolled I would use that bridge instead of the I-5 one even though the I-205 is way out of the way.
855341109	If it is inevitable that tolling take place, exempt persons and businesses within a 50 mi radius of these bridges and have the user that is passing through bear this TAX (this is not a toll)
855263371	The Seattle Lake Washington situation, with SR 520 Bridge Replacement should provide a good model.
855256164	No new bridge!
855250250	I would support a toll that is the same amount, all the time, any day on any bridge.
855247936	Keep the C-Tran Express bus service!
855224497	No Tolls!
855048774	Other large cities utilize toll bridges ie-San Francisco and Los Angeles, citizens will get used to the idea, and possibly help them make better driving decisions.
855042915	Make it an even dollar amount - no coins.
855034021	Residents of Hayden Island are anxious about tolling - feel that they should be given some sort of dispensation! We want it all!
855031190	Congestion tolling is a great idea.
854926281	I know you have alot of hard decisions to make please realize we are taxed to the teeth already. Tolling residents will only take money out of our community.

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854887430	Strongly opposed to implementing tolling on the bridges. Once in place it will NEVER be removed. Those of us working in Oregon already pay state income taxes there--USE THOSE FUNDS!
854827084	If we start tolling now at a low level, to prepay the costs and create a great bond rating it will speed the process and could help adjust the traffic before construction starts. I would also encourage commuter rail between Ridgefield and the max terminal just in Oregon to encourage public transit during construction. I would also encourage using an early start to tolling to be able to give away smart readers to folks who want one.
854779105	Nothing else.
854755285	Tolling is a pretty good idea, variable rate tolling is not. Many commuters don't really have a choice about the route they take to get to work, and thinking that people will change their work schedules just to avoid a higher toll is ridiculous. It will not reduce traffic during peak periods, it just will be unfair to people who have to use I5 to get to work everyday.
854749295	NO TOLLS! Not on either of the Interstate bridges. A small property tax hike for both states is all that should be needed.
854722119	I think tolling the I-5 an 205 bridges are a great idea.
854873575	The country is bankrupt. Another episode like last year will result in the virtual collapse of state and local governments because bonds will no longer be an option. Start looking for another job now.
854691454	We need more lanes to releave the bottle neck, maybe another bridge further downstream will relieve traffic also, perhaps Scappoose / St Helens area.
854475655	I do not want a toll
854411348	Make it so expensive that commuters stop creating traffic jams and i can get home easier from hillsboro! the I-5 bridge traffic ruins our entire road network. Also, please don't build a new bridge with 12 lanes, it will make my life and most portlanders' lives even worse than it already is with traffic from even more commuters. That in addition to the amazing amount of induced sprawl that will ruin our region and lead to increased global warming
854357633	Tolling must be kept at the bare minimum and only used to help fund the infrastructure of the transport mode being used. Bicyclists and transit passengers MUST ALSO BE REEQUIRED TO PAY A FEE to use the crossing to pay for the infrastructure they are using. There must be no cross subsidies of tolls from one mode to another. Tolls need to be removed when the bridge is paid for. Anyhting else is social engineering and does not belong in an equitable democratic society.
854324457	Why can't you just keep the existing bridge, and build a new (cheaper) smaller 4 lane surface street type bridge?? Doing so would take a lot of congestion off the freeway bridge, and would cost a lot less. Currently everyone is forced onto the freeway just to get from Portland to Vancouver because there are no other options for crossing the river -- many people would like to get across without having to get onto a highspeed busy freeway. It's pretty common to have a non freeway bridge crossing a river alongside a freeway bridge. For the life of me I cannot figure out why one would tear down a perfectly good bridge just to build a new bridge in it's place, when the new bridge could just be built beside the old and increase capacity AND options. Are 3rd graders running this project?
854257992	I believe there is a social justice issue in taxing people for a road their taxes paid for to begin with that affects those who work lower paid jobs disproportionately. There should always be at least one free bridge to cross the river for those that can't afford the \$6 - \$8 daily reduction in wages. I support transportation management but not at the cost of the poor's ability to earn a living.
854208657	Why has over \$100 million been spent and no actual construction work on bridge done? Disturbing to say the least.

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854103725	regardless of answer above, I do also support the idea of encouraging transit, biking and walking.
854018779	I don't support it. If the only way to build the bridge is to toll more than a dollar a day I don't think a new bridge should be built. Energy and dollars should be spent on better and cheaper commute alternatives such as bus, car pooling vans, or zipper lanes to allow 4 lanes in the high volume commute direction.
853860809	The CRC project is moving along much too quickly and adequate attention is not being given to alternative approaches to improving the I-5 crossing.
853755280	We don't need a bridge that size. Then we might not need tolls.
853716493	I wouldn't mind supporting a low toll but the prices I've heard would make commuting to Portland almost impossible. I would possibly have to move to Portland. I love my community and would HATE to do this but toling may leave me no choice.
853664788	Implement trip management practices and/ or congestion pricing now.
853647764	Tolling both I-5 and I-205 is important. I'd hate to see more traffic pushed onto I-205, I-84 and Sandy because people are avoiding I-5, but still need to get to downtown. We need to find ways that encourage people to drive single occupancy vehicles less. Perhaps a discounted rate on tolls for cars with 2 or more occupants.
853579740	Please specify on the website how tolling would affect travelers (vacationers) using I-5. There seems to not be anything written on this.
853573886	Try to find the most just way to spread the cost if it must be done.
853562281	How can Minnesota put in a bridge for \$500M and you will end up spending more than \$5B? how can that bridge be 10 times less than yours. Let's find those people to do ours who may have more concern for where the money comes from. When do the tolls stop? Or like the East, they use it for everything else and so cannot stop tolling as a tax mechanism.
853532338	There should be no toll. We already pay high taxes and the government should be more responsible with our monies.
853481433	I think the tolls should be high. We can't pretend this project doesn't cost a lot, and drivers should pay for it every time they cross.
853478241	There shouldn't be a toll!
853470202	Hello, the toll wouldnt affect me much since I normally just cross the river when going to visit family in Seattle. I am much more concerned about the effect on friends that commute from Vancouver daily, so they have to use the bridge and dont have as much choice on travel time to lower their tolls
853460619	Tolling is done in many places (bridges in California come to mind) and they provide important revenue. Automobile transportation has been basically "free" for so long, everyone is accustomed to it and complains when the roads are beat up. Any methods to promote alt transportation (bike, pedestrian, public transit) provides benefits to health, traffic and environmental issues.
853458284	If you have tolls, EVERYONE pays. NO exemptions! NONE!
853430502	Single car drivers should pay the highest toll. Transit/carpool/freight should get a break (lower toll). Electronic tolling similar to SF golden gate would be best - taking pictures of license plates is a poor way to toll - too invasive of privacy and complicated to manage.
853425723	Keep thinking, we do not need a toll bridge
853299838	Great idea to toll I-205 also

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853279739	I believe that variable rate tolling has proven not to work. The use of electronic tolling creates some concerns. We were told that pictures of license plates would be taken to send bills to those travelers without transponders. Let's say that "only" 10% do not have transponders (I believe this to be an extremely low number). That would create approximately 6000 billings per day at current traffic levels. How much would it cost to bill these 6000 per day? How big a staff would be required? Wouldn't the cost of this program negate most of the revenue generated? It appears Oregon is getting a free ride. How much revenue will be generated by OR residents coming to WA versus the WA residents going to OR? How about waiting to see the impact of OR fixing the Delta Park bottleneck to see if we actually need a \$4.2 billion expenditure.
853150345	no
853148964	Drop light rail. It's a complete waste of tax dollars. Bus service is far more cost effective and flexible.
853136110	Just do whatever it takes to get the new bridge built so that we can have the max in Vancouver.
853057867	Build it with 12 lanes overall, light rail, bike and pedestrian accomodation with a functional design like all the other bridges across the Columbia River from Astoria to Boardman(or wherever is the eastern most crossing).
853035973	N/A
853557459	This is a bunch of BS!
853032843	Make transit and bike/pedestrian use more convenient!!! I have to use a car because there are no convenient options to get downtown portland!
853018506	FUCK a new CRC!
852994980	I do not support this new bridge. If it will be forced down our throats for the benefit of a few then those few should have to pay for it.
852968665	I'm not against the tolling of either bridges and I do think it will cut down on congestion in those areas. Also, the amount of the toll would also help me determine when and if I travel across the bridge as well as by what mode of transportation. I did not see any questions or information about how much the toll would be, but for me personally, that would be more of an issue in regards to bridge use if a toll were to be mandatory for the bridges.
852962114	I will not support tolling unless light rail is incorporated into the new bridge.
852956840	The current bridge replacement "solution" causes more problems than it solves. Lets be smart about this and look at real solutions to the problems facing the current bridge.
852922497	This survey is biased. A toll bridge creates class-related discrimination and will alter the demographic of travelers in and out of the city. There is no need for a new bridge. The new bridge project is a waste of money, it will increase congestion and pollution, and will put yet another strain on a community that is not financially strong enough to support wasteful spending bith at the level of street planning as well as the level of a daily bridge toll for commuters. Go chase the bottom line someplace else and leave our city alone!
852902994	Congestion pricing/tolling has been in plans since the early 1990s. Why is it taking so long to implement it? (See Portland Future Focus 1991 - Strategy 2.7 of the goal for Managing Growth.
852901494	Tolling should have been implemented years ago.
852898114	Please consider the health and environmental impacts of the tolling issue, as opposed to just the impacts to congestion and traffic flow.
852897785	tolling the existing bridges should eliminate the need for a new bridge by reducing traffic volumes
852827652	I would recommend 10 lanes (not 12) across the bridge.

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852772398	If you build it they will come. By making a larger bridge with more lanes, we are only foreseeing the inevitable of more cars. If you build more transit, more people are likely to shift as congestion and traffic increases.
852742923	I am disappointed a better "context sensitive solution" wasn't seriously considered. Specifically, I-5 could have stayed on the current bridges. A new local bridge connecting downtown Vancouver, Hayden Island, and North Portland could have served local traffic, light rail, and bikes and pedestrians, on an alignment slightly west of the current bridge. The Jantzen Beach exits could be removed from the I-5 bridge, removing the weaving issue and taking that source of local traffic off the long-distance interstate corridor. Both I-5 and I-205 bridges could be tolled to help pay for the improvements.
852720333	I am concerned with - and wish this survey had addressed - the impact planned improvements will have on traffic density in the i-5 corridor through North Portland. Our community already breathes more than its share of carbon monoxide from tailpipes, and we don't need increased traffic to bottleneck through the heart of our neighborhoods. We also don't need to lose more homes to highway expansion - North Portland home & business owners paid the price for the original I-5 development, for the Memorial Coliseum and the aborted Emmanuel Hospital development. Please be sensitive to this history and do right this time!
852683443	Astoria bridge is a good example, the toll paid off the balance then went away, toll no tax...
852635420	No
852555141	no
852475977	We don't need a 12 lane, 4.2 billion dollar bridge. What is wrong with you all? This project is ridiculous, not to mention the economy is in the dumps and there isn't any money to pay for this thing!!!
852470362	A new bridge is long overdue. The bridge should be built to last 100 years and should have at least 12 vehicle lanes. Oregon is 15 years behind Washington in regard to transportation and freeway construction. While we have been wasting money on light rail they have spent money to improve INTERSTATE transportation. There is a reason Seattle, Tacoma, Olympia have grown and prospered, they spend money on freeways. Trucks must be able to move freight to keep the economy growing. The current I-5 bridge and I-5 in Oregon is a joke. Oregon needs to demand our share of federal funds to rebuild the bridge and widen I-5 all the way from the Washington to California border. Light rail and street cars are fine for city transportation but the economy in Portland and all of Oregon will be stagnant until someone steps up and develops an INTERSTATE transportation plan that moves vehicles and FREIGHT.
852395884	xx
852293857	Stop studying and start building. You're spending millions studying when you should have started. The environmental process doesn't take that long... And Don Wagner is just delaying it all!
852276409	How was I-205, Fremont & Marquam build without tolls and this proposal seeing predisposey? Allowance for lowest paid income workers.
852269646	I'm 100% (maybe 150%) in favor of tolling BOTH bridges, people need to see, know, and get hit with the costs they put on society. Especially in this area where we've worked so hard to maintain a more connected, vibrant, lively, and non-auto dependent city. The two bridges need to pay for themselves and not continue to be the drain (literally and figuratively) of people in the area.
852268343	Look at frequent user discount. :Forgive" the one and two time traveler (Tourists). Not worth the administrative costs.
852265899	Keep up the good work. This bridge needs to be replaced. We can balance interests in doing so. Like transit peice to reduce peak hour traffic congestion. Freight has to be a key driver though! Will there be discounts for large traffic volumes or other purposes?

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852247979	give incentives to employers who have employees that cross the river in a reverse commute.
852236034	The toll must go away when the bridge is paid for.
852229260	I encourage tolling. I think it will help prevent unnecessary car trips & generate funds towards real transportation solutions. That being said, the current 12-lane proposal DOES NOT reflect the goals of our region going into the 21st century. I want to see these funds foster infrastructure policies/projects (maintaining the infrastructure that already exists, refurbishing rail infrastructure, creating bike/ped/lightrail options) that help reduce car dependency, supports local economies (not big business interstate commerce dependent economies), reduces car emissions & climate change and addresses very real and very relevant issues, like peak oil, global warming. Our region is not prepared to spend these funds foolishly, but rather invest in 21st century planning. Please begin tolling now & use those funds wisely towards real transportation solutions & not the awful 12-lane proposal on the table now. Also, public transparency will be absolutely necessary and a report of funds earned from tolling will need to be reported at least annually. Furthermore, public engagement will need to be encouraged when deciding how to spend those funds. Thank you!
852155125	Toll for a defined period of time only, then discontinue. Tolls should be a temporary funding solution, not an on-going practice. Toll both bridges equally to avoid traffic pattern shifts and lessen the duration of tolling needed to fund the new bridge.
852098461	Why can't we generate more money and save annually between now and construction. Such as Port of Vancouver, Port of Portland, by counties, cities, State and federal. If everyone sets money aside, we should pay without tolls. SAVE - Rather than borrow.
852053354	If a toll makes sense right now to ease congestion problems, just do that. The CRC is still a stupid project in its own right.
852022006	I fully DO NOT support a toll on any bridge for ANY REASON. I DO NOT believe it is needed, and once there, I know it will not go away.
851999054	I fully support tolling on both bridges to reduce congestion and invest in improved access between Vancouver and Portland.
851971821	Even though tolling is needed for this bridge, it should be tolled in such a way that it is fair for every commuter. Some people do not have the flexibility to work an earlier/later shift. If a toll is to support a bridge/corridor for its construction, then only that corridor should be taxed. Tolls should not be used for maintenance, they should only be used as a source of income to pay off the capital investment for building the bridge. Just like the original bridges, once construction is paid off, the tolls should be lifted. Our gas/fuel taxes should pay for the maintenance of roadways. I site Washington State's freeway system as a shining example of transparency in seeing my tax dollars work. Sadly I don't see Oregon's taxes applied with the same transparency.
851971547	congestion might be less if Washington residents didn't do all their shopping in Oregon to avoid sales tax. Maybe there should be a small sales tax for Washington residents in addition to the toll to travel to Portland? FYI - I am an Oregon resident who is currently staying in Vancouver to test the commute to my Portland job; conducting a house hunt for a new home in Vancouver. My POV would still be the same if I moved to Washington.
851967589	Re: #10-I don't have a choice because my freight has a set date/time for delivery. Re: #16-I am opposed to tolling because many tolls never go away once the bonds are paid off so then our toll money goes to fund other road projects in another part of the State that I will never get any benefits from.
851962398	Please toll both bridges to reduce out of direction travel that may result from drivers trying to avoid paying tolls. Specifically, I'm concerned that not tolling I-205 will result in greater congestion on I-84 and I-205 south of I-84 and thus increasing pollution to neighborhoods in NE and SE Portland.

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851953751	I am for tolling BOTH bridges at a CONSTANT rate. I think we should have the option for electronic or cash (toll booth), not be forced into either.
851948907	3 ideas: 1. Consider an AM (and/or FM?) radio band and/or asthetically designed signs that operate within 1 to 5 miles of the bridge approaches for commercial advertisers and sponsors, to help reduce/defray the cost of tolling. 2. Allow a means for Portland/Vancouver area residents to get tolling discounts, as compared to vacation travelers and commercial truckers. 3. If there is indeed to be a design scheme of a lower deck for bikes and pedestrians, why not promote a Saturday / Pikes Market development that will encourage more tourism, more shopping at Jantzen Beach (and the Vancouver commercial side development as well). Rents/taxes from the "booths" or spaces would go toward bridge expenses. Power for the shoppes could come from asthetically designe wind turbincnes at the bridge vertical supports. This would also reduce the need for some of the security measures because more people = more witnesses = less crime activity.
851947696	How much funding will come from Oregon?
851931647	Automatic tolling means there is a way to track where you've been. I cannot support any objective that involves that risk. I absolutely do not grant any authority the right to track my movements for whatever purpose. I will actively oppose and, if necessary, obstruct such efforts.
851925803	Develop a plan without tolling!
851881980	Loop light rail using both I5 and I205 bridges.
851838448	NO TOLLS!
851722617	There should be an exploration of tolling for distance traveled. This could be done electronically throughout the I-5 corridor to establish costs similar to TriMet's fare zones.
851608552	2012? Why wait? Start the tolling in 2010, BUT put an end date on the tolling...say 15 years or whatever the number crunchers estimate that the tolls have paid for the structure. Don't use tolling as a means to pay for the bridge 4 times over and as a resource to fund miscellaneous government projects. Good luck.
851607351	No tolls! We're already taxed to death by OR and now you want to charge us to get there to pay more taxes!
851606087	I would especially take transit if it were a train, rather than a bus.
851958275	Unable to make this clear in this survey but I STRONGLY support public transit solutions.
851532310	What part of NO do you not understand!!! I pay to much already for my road taxes and YOU are asking for more! I think not. Go back to the drawing board
851527249	Get over tolling an Interstate Freeway, bridge or no bridge. This is double taxation. Taxes for a federal highway, and then a toll on top as well??? Are you nuts? Lean on contractors for budgeting, not the public that has been dealing with the I-5 commute, the river crossing with the worst traffic problems on the ENTIRE West Coast. Why don't you start with eliminating the frickin' HOV lane on the Oregon side. It is pointless.
850404994	The CRC constructiion plan is framing this discussion in a very distracting way; replacing the train bridge is much more pressing and would solve the majority of problems here.
850394199	The question not asked is the most important question. Do we want this new CRC bridge? NO.
850323595	I feel you are robbing peter to pay paul. Tolls wont be used exclusively for the bridge anyway just look at how its spent now
850295666	While I generally support tolling, I also support a smaller bridge than is currently proposed. A smaller bridge would presumably result in lower tolls.
850209095	Quit taxing Washingtonian's in Oregon!
850134353	Don't build a 12 lane bridge! There are much better things we should be spending out money on.

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850081161	Use tolls to support transit. Can you do a type of "free and reduced lunch program" - - - reducing fare structure by economic / age demographic?
850063957	Tolling just makes sense since so many other things are "pay to play"
850053349	I would interested in weight-based tolling.
849749354	Tolls suck!
849658034	Light Rail is a MUST! Also knowing how much the toll coul db e could provide you with a more accurate survey.
849653197	no tolling
849631147	I hope there is some sort of funding for low income people who have to cross the bridge to go to work; how will need help paying those fees.
849630124	Do not toll the Glen Jackson Bridge!!!
849627981	Build a new bridge downriver (east) of 205 and get rid of "upscale" frivolous features...the bragging rights for Portland isn't worth the expense.
849551667	tolling works effectively for traffic mitigation
849542020	Your questions are worded with a lot of assumptions (such as: the reader doesn't support tolling), which I think makes the outcome of your survey extremely questionable at best. The fact is, I would visit Clark County much more if I had easier access via bicycle, transit, or by walking. Part of the reason I don't go there very often is that it requires driving and driving culture is unhealthy for humans (physiologically) and highways are the death of communities. Building a behemoth bridge, eroding North Portland and refusing to make Clark County pay their fair share of the improvements when they comprise most of the use of the bridge is unneighborly.
849441286	There are many people like myself who don't use the bridges for commuting, but cross the river occasionally for other activities (including tourists). I don't understand how you are going to collect tolls without toll booths for people who will not have transponders. I heard you will send a bill. Doesn't sound realistic to expect payment and how are you going to collect if people don't comply. Start tolling now, and traffic may be reduced enough that you won't need to build a new bridge!
849390342	I would support tolling the existing bridges as a way to avoid building a new bridge. I oppose building a new bridge anything like the size of what is now being discussed. Your survey design doesn't allow this option to be chosen.
848996578	Tolling is fair, it is in the spirit of capitalism, and anything less would amount to a subsidy for the auto industry.
848888451	My main concern about the electronic toll booth is the amount of surveillance. Also, I think it's unreasonable to think that a toll booth will encourage people to take public transportation when such options are limited at best. As far as I know, there are no buses that cross 1-205. I live a half mile north of Mill plain. To get to Portland from my house I walk to Mill Plain, take bus downtown, take bus across 1-5 (which is VERY out of the way). Until there's a mass-transit option such as a light rail to transport people across the river I don't think there will be a significant decrease in bridge use.
848760314	If you're going to make it a toll road, than have one flat rate period. Make it something we can afford, because not all of us can. Not all employers are going to help with the cost to help out their employees. Even if some do, it might not be very much. So just make sure it's something we (the little guy) can afford.
848590078	Tolling both bridges could put a finacial burden on some people when they work for minimum wage ~
848555963	Consider "capping" the amount any one vehicle can pay each day (eg. 6 crossings). That way, businesses who make multiple crossing each day (deliveries or service calls) won't suffer an economic effect. They do it with parking (e.g. \$1.25/hour, \$8 max per day)

**Columbia River Crossing Tolling Study
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Respondent Question # 16: Finally, is there anything you would like to add to help inform the ID Tolling Study Committee?

848521148	When the bridge is constructed, there needs to be a southbound HOV lane on the Washington side. This will provide greater incentive for transit and carpool/vanpool usage.
848519037	I'd like to see where the money is going and that it is really going to pay off the bridge and not support other projects.
848502703	I would definately like to know what funding is available to Oregon for this project. Do you really think that a higher toll for peak hours is going to reduce the traffic? Are you going to be changing everyones working hours?
848459469	Personally, I think the whole thing is a bad idea and should be re-evaluated. In this economy there isn't one person out there who can afford another hand in their wallet.
848451927	Why doesn't the issue ever come up that the state of Oregon steals (taxation w/o representation) \$250 million from the residents of Clark County every year in income tax, which could be directly applied to construction of this bridge, since it is Washington residents that cause the congestion, and the bridge would be paid for, in full, in 16 years? No need for tolls.
848437002	You need to take into account how this is going to affect the business traffic going over the bridges. We have several trucks that go north from our company in Portland and this will increase costs to the trucking companies and our company as well. This too adds more expenses to the budgets of the commuters. Is there any other way to fund this other then tolling? The electronic tracking of the toll charge is difficult to understand because not every car will have a tracking device on it. It is made to sound as if the traffic flow would not be affected but in some way it is going to have to be. This would be true especially if you start tolling before the new bridge is built. I hope there are some limits to what is paid for services and items pertaining to this project. I know when people sell to the State or Government it seems the prices get inflated and not disputed. The accountability of expenses needs to be available as the project is being done so people can see where their money is being spent. Yes, this could cause problems but it should make the buyers be less likely to pay too much for things. There are simple ways to reduce costs a
848230916	If there is going to be a toll. I think there should be a low price monthly pass for people who live within a few miles of the bridge, who use the bridge regularly to shop ... I can see paying a couple dollars to go across the new bridge but anything more expensive than that and I would rather be stuck in traffic on the old bridge!!!!
848183222	support tolls and the project
848156760	If the state and federal budgets are not enough, don't do it. The ONLY way I would support a toll over the bridge is if Oregon reduced my State IncomeTaxes (THAT I SHOULD NOT NEED TO PAY BECAUSE I AM A WASHINGTON RESIDENT. OREGON RESIDENTS DON'T NEED TO PAY WASHINGTON SALES TAX) to cover the difference. I will pay a toll if my crossing the bridge is not required by work.
848114932	After the bridge is paid for remove the toll fee!!!! Don't keep charging the toll, just for the revenue!!!
848102894	It would be terribly unfair to make people pay a toll before the bridge is even built.
848095888	toll should be higher for trucks and cars passing through the area. I have no choose but to drive I-5 to work.

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Respondent ID	Comment
2848	<p>I-5 Bridge Replacement Project Comments</p> <p>The lack of leadership, insight, and responsibility for our collective future is disgraceful. It demonstrates the complete disconnect between the general public and the elected and appointed officials. What we need is a bridge between middle class citizens and decision makers. The lack of perspective and broader viewpoint makes it impossible to tackle the problem and find a real solution. The political forces are geared to look after business interests, termed future development projects, and the short term interests of elected officials. Notice how other highway and new interchange projects are not considering a toll to finance the projects. After the burst of over development these projects are not as crucial as repairing major infrastructure such as the main North- South connection to the rest of the Country. The difference is that I-5 is not a special project that benefits a few developers, contributors to campaigns. So these projects get built with the public money, our tax dollars, and then they ask the already over-burdened middle class to pay additional money just to get to work or a hospital or provide a way for shipment of goods into their State. These are people who have a hard time finding an extra \$5.00 a week let alone \$5.00 a day. Yes, we know it is difficult to get taxes from Corporations and the wealthy who do have representation so it is easier to just tax the same middle class folks that have no real political power or options. But aren't these the same folks we keep hoping will start to spend us out of this recession? This pump has run dry. Most of the infrastructure in the last century is what America runs on and relies on. Today's political structure seems not be able to provide the physical structure for the next century. We should be embarrassed that we don't have an adequate bridge to connect the interstate system. That pride and willingness and intelligent decision to invest in the infrastructure that supports commerce is missing from the people and businesses that have reaped their wealth from this economic system and societal structure. Of course it is human nature to kill the golden goose but it is the job of true leaders to join us together to nurture the system that works so well. Those that benefit from the system the most need to invest in it in order to continue to reap the benefits. If we can not find the money in a time when the Nation has a policy to rebuild infrastructure to build this I-5 bridge without a toll then the system and the leaders have failed. It will mean that money was siphoned off into other projects that support special interests and the power structure that lives off of them. The lack of visibility of many players only adds to the problem of a lack of broader perspective and common purpose. The big hitters in Washington State look as if only Seattle matters and not their State, let alone a sense of responsibility for the Country as a whole. We are not just individual capitalists, we are also a Nation of people who should care about this Country's future. Whether you like it or not, we are tied together and the demise of one group effects the other. Although we can have a Country with a deteriorated infrastructure and only rich and poor people, do you really want to live in that type of world? There are plenty of places in the world that fit that description. Have you seen Detroit with its deteriorated, rusting infrastructure and no jobs to support a middle class or affluent American middle class? Are we looking at our future America? We have choices on how we shape our neighborhoods, community, Country and World. We don't have to accept the status quo of limited choices. Be brave enough to put the resources where it should be invested for the benefit of most of the people and for all of our long term best interest.</p>

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2849	<p>My wife and I want to add our names to those who strongly opposed a toll on 205. We applaud Portland and Vancouver for considering multi-use designs for the proposed I5 crossing. We recognize that a toll on I205 would be an issue raised when considering funding for the project as well as for reducing congestion on I205 from those wanting to avoid the I5 toll. However, I ask that the I205 toll be taken off of the table when considering the I5 project. There will be more congestion on I205. But many commuters who shift from I5 to I205 will find roughly 12 miles added to their drive going and another 12 miles returning. If the average cost of driving a car is \$0.50 a mile, this adds a cost of \$12 miles to their commute. It also adds a great deal of time to the drive considering the already delayed traffic on I205. The added cost and driving delays will be great incentives to use the much faster I5 route. And of course there is a personal reason for our opposition to the toll. I'm retired and on a fixed income. My wife still works and accepted a job a few years ago away from the area. When we decided to come back to the Pacific Northwest to be closer to family, we purchased a home near her new job in Camas. We both are Oregon natives - and most of our children, grandchildren and great grandchildren live in Oregon. A toll on I205 would greatly reduce our many family activities. So please - consider the I5 Columbia River Crossing Project on it's own merits and reject a toll on I205.</p>
2850	<p>My wife and I want to add our names to those who strongly opposed a toll on I205. We applaud Portland and Vancouver for considering multi-use designs for the proposed I5 crossing. We recognize that a toll on I205 would be an issue raised when considering funding for the project as well as for reducing congestion on I205 from those wanting to avoid the I5 toll. However, I ask that the I205 toll be taken off of the table when considering the I5 project. There will be more congestion on I205. But many commuters who shift from I5 to I205 will find roughly 12 miles added to their drive going and another 12 miles returning. If the average cost of driving a car is \$0.50 a mile, this adds a cost of \$12 miles to their commute. It also adds a great deal of time to the drive considering the already delayed traffic on I205. The added cost and driving delays will be great incentives to use the much faster I5 route. And of course there is a personal reason for our opposition to the toll. I'm retired and on a fixed income. My wife still works and accepted a job a few years ago away from the area. When we decided to come back to the Pacific Northwest to be closer to family, we purchased a home near her new job in Camas. We both are Oregon natives - and most of our children, grandchildren and great grandchildren live in Oregon. A toll on I205 would greatly reduce our many family activities. So please - consider the I5 Columbia River Crossing Project on it's own merits and reject a toll on I205.</p>
2847	<p>I have 4 kids and we have 1 income in our family. If you put a toll on the bridge then we could not afford to go back and forth to work. That would mean that we could not feed our kids. We are barley making it with the bills as it is and if you add the tolls it is either feed the kids or paying the tolls to go to work. We voted for this mayor because he said he was going to support no tolls on the bridge and now he is saying something else. Please no tolls on the bridge we are working class Vancouver residents that cannot afford tolls.</p>
2833	<p>ABSOLUTELY AGAINST THE TOLL: If it can't be built without a toll, don't build it. Between anticipated cost overruns and politics (like DICTATING) THAT IT will be built to accept light rail, 12 lanes etc. or else. Enough. Tolls are like taxes.. they NEVER go away. Totally against a toll of any kind.</p>
2839	<p>I think having a toll is moving in a positive direction for the area. It will (hopefully) get more people to take MAX and reduce the amount of congestion/pollution generated during rush hour on I-5. A couple of comments... The toll should be greater than the price of a ticket on MAX. I like the idea of one-way tolling but it will need to be on both bridges to avoid I-205 from getting slammed. I also like the idea of charging different rates at different times of the day. This will also reduce congestion during the peak hours. Keep up the great work!!!</p>

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2834	This project should be sent back and done properly. When it came out of the initial committee, it was for a repair to the lift and to fix some lanes. It has grown into a monster now and to impose any toll on the struggling people now is just wrong. We need to send it back so we can get the proper funding like the project in the Seattle area that cost a lot more and the federal government picked up the whole tab and the people did not have to pay local tools or tariffs. I-5 is a corridor that runs through the US and continues into foreign countries under another name. Funding should come from the federal government. PLEASE NO TOLL!
2835	No toll on Glen Jackson bridge! When the second span was built on I-5, a 10 cent toll was put in place. Guess What? When the bridge was paid for, A PROMISE WAS KEPT! The Toll WAS REMOVED! A possible fund raiser. User taxes / license fees on bicycles. Motorized vehicle operators have been subsidizing (carrying) them for years!!!!
2836	I am in support of some kind of tolling. If this project is to be completed, it is imperative that people using the bridge be willing to pay tolls to finance the construction costs. Anyone expecting such a massive highway improvement to be completed without having to pay for it has a fairly weak grasp on reality. Tolls are a daily fact of life in many parts of the country, and we have been fortunate to largely avoid them in our region. They're not unheard of though, as the Columbia River bridge in Astoria was financed through tolling for years following its completion.
2837	Dear members of the CRC Tolling Study Committee: I am in favor of using tolls to cover the expense of construction and maintenance of the proposed Columbia River Crossing Bridge for the following reasons: 1) People who use the bridge enjoy unique benefits from the crossing and therefore should pay for those benefits 2) Many of the people who use the bridge are causing wear and tear on Portland's highways without contributing to their upkeep 3) Many of the people who use the bridge are commuting from Washington to Oregon to collect a paycheck without paying Oregon property taxes 4) Tolls will provide a stable source of funding for ongoing maintenance. I have seen turnpikes in other parts of the country, and they are well maintained compared to roads without tolls as a source of funding Thanks for the opportunity to comment on this important issue. If you have any questions or would like any additional information from me, please don't hesitate to contact me.
2838	I am concerned about the bridge not addressing the real issues. More traffic. You want to put light-rail on a bridge that no one wanted to pay for it in the past. You do not want to put light rail on the I-205 bridge? Why not both. If you are going to charge tolls on both bridges, why not make sure that both bridges get improved? How was the i-205 bridge paid for? Why not see if we can get some of those TARP funds to put people to work to get this bridge built. I am afraid you are going to price the normal working family right off the bridge with the tolls. The "Bridge of the Gods" is still collecting tolls. How do they do it? Please do not make it impossible for people to live and work in different states. Please be practical and use common sense. People in this economic climate are already having much trouble putting food on the table. Do make it impossible for them to not keep their jobs and homes. Be smart. Look at the costs to each car. Maybe it should be based on the cost of the car you drive, so that the people that can afford more, would pay more. What about the business traffic that is going to be affected? How will that impact the 2 states economy. Please be careful. This could have wide impacts with large ripple affects. I am just afraid no one will be able to afford what you want to do. Sorry! Thank you for listening and your attention to this matter. Good Luck!

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2832	<p>Why should commuters traffic during peak hours have to pay more in tolls this is discrimination for the working people. I have been commuting since 1994 from Washington to Oregon in order to have a job. I already pay more than my fair share of Oregon Taxes without a say on anything that goes on in Oregon plus my fair share of Washington Taxes. The middle working class of people can only do and pay so much. Putting higher tolls on during commute time is ridiculous. Let everyone pay their fare share regardless of time of day or night. I feel the transportation departments have wasted enough of tax payer dollars without adding more taxes. Why does it take millions of dollars for studies when this money could go toward building the necessary bridge and road. What good is a twelve lane bridge with the highway still three lanes each direction? This will still create a bottle neck. I have been paying my taxes for over forty years and feel the working class cannot support the country. When someone goes into a state that has turn pikes and toll roads do they get a break from paying the flat tolls for everyone? NO!!!!!!!!!! I feel this needs to be addressed. Why should we have to pay tolls on the two existing bridges that have been paid for a long time ago that never had a toll in the first place? Look at the Hood River old army bridge for an example, that still has a toll, it's very narrow and really not safe for traffic; who's reaping from the income this takes in not the tax payers. I'm not alone thinking this way!!!!!!!!!!!!!!</p>
2843	<p>Jim Karlock: Regarding your tolling scenario handouts, what really matters is what the commuter will spend. Your scenarios range from \$1,000 to \$8,000 per year. What sort of person would propose tolls so high as to bankrupt a working family that depends on a job crossing this bridge? There's another approach to this project that doesn't require tolls and it's explained at www.NoBridgeTolls.com. Let's solve today's problem today, which is 81,000 people who cross that bridge every day. Let's not solve tomorrow's problem today. An example is the 1,650 people riding transit today compared to 81,000 people in cars. Do we really want to spend \$750 million on a light rail system that serves so few people? You should reduce your project cost by building a pair of bridges but not rebuilding the interchanges or constructing light rail. This would bring the cost down to \$550 – \$900 million, you get 50 percent federal funding, then split the remainder between the two states. Oregon came up with money to build a new light rail bridge to Milwaukie. How about spending on some of the people who really need a road? Why the rust to solve these non-problems? Sen. Patty Murray is changing the current law to allow road tolls to help finance light rail construction. This project was padded to get the tolls high enough to build light rail for 1,650 people while ignoring the needs of 81,000 people and bankrupting families. Whoever made this proposal for such high tolls doesn't care about people.</p>
2830	<p>There is no reason to do a heavy tolling for such a small part of roadway</p>
2831	<p>Tolling is reasonable and essential. It should be used to mitigate traffic congestion, and incidentally raise funds. The amount should be determined by the result. A \$2. toll will not reduce congestion. Would likely need to go to 6. or 7. to effect change. Go to \$12. if you have to [yes, politically impossible perhaps], but I bet the truckers would agree. Use of an HOV lane, or a lane that is variably tolled, could help. Automatic scanning is obvious relative to not creating traffic slowdowns. Tolling and HOV lanes ought to be implemented ASAP on the existing spans. I used to live in NYC, and tolling was a fact of transportation life for decades. Note also that there will likely be a natural attrition as oil prices rise significantly in the next 5 - 10 years, and exponentially beyond that.</p>

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2828	<p>we are oregon truck drivers but our company has their office in vancouver. the plan to charge us \$24 to cross one way is absurd. we need to cross several times a day to drop containers or to drop off paperwork so we can get paid. the office would be in portland but the rents are too costly and the regs are asinine so they moved to vancouver. charging us \$24 one way will ultimately be passed on to the consumer. to bring a trailer from T-6 to vancouver or the other way around now i get \$30. if the toll goes through i will be charging \$100. that is for a whopping 6 miles. in a time when people are already struggling to pay bills and buy food and meds, it is not a good idea to plan for a toll bridge. I-5 is an interstate route and any plans to replace the bridge should be with federal dollars, not tolling the vehicles who use it. there have been some recommendations on the bridge configuration and making it pretty should not be one of them. usability should be the main concern. stick with a simple plan to provide the most bridge for the buck. if you drop the hov lane heading north in the afternoons and when the delta park mess southbound ever gets done then perhaps some of the gridlock will correct itself. why are we paying for the delta park mess if you are planning to change it again in the next few years for a new bridge? if not, my recommendation would be to create more park houses on the outskirts of the bridge and bus or max people back and forth. trucks do not have a choice because we cannot carpool. we are conducting business and a 53 foot trailer will not fit on c-trans or the max. send a letter to all companies and motorists who use the bridge and let them decide to toll or not to toll. \$24 to drive a 5 mile stretch is a lot more than most drivers make. and this cost will be passed on to the average consumer. you could actually study traffic and see that there are many small companies that need to cross many times a day and they will be passing this extra cost on. for some consumers they will drive out hwy 14 to I-205 to I-84 just to not pay the toll. that uses more fuel and wastes more time. how insane is that? if I-5 is a federal highway then use whatever federal highway funds you get to build a bridge in that budget. that is the way the rest of us do it. build and live within your means.</p>
2826	<p>I am writing to urge you to vote NO on any toll greater than \$4.00 for the newly proposed Columbia bridge crossing. The trucking industry has been hit hard in this economy, with many companies and/or drivers going out of business because of the increased fuel costs and taxes. Those that remain would be devastated if they had to incur one more cost for crossing the Columbia river between Oregon and Washington. Please help with keeping independent drivers and small companies in business by not allowing tolls to increase, regardless of traffic flow or time of day.</p>
2827	<p>I am concerned about being a Clark County resident who will pay even more to work in Portland. I already pay Oregon income tax for which I havno representation or credit, given. Shouldn't some of my Oregon tax paid be given as credit for any tolls? This toll plan seems to affect Clark County residents unfairly.</p>

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2824	<p>I would like to offer you my opinion on the potential new bridge crossing for I-5 between Vancouver WA and Portland OR. have lived in WA and worked in Portland almost my entire career starting in 1987. My opinion in this matter is shared by every individual at my work that I know that also currently lives in Vancouver. I work for Daimler Trucks North America as an engineer. We pay Oregon State income tax and receive no benefit from it. To target those of us that have to use the bridge to go to work, and already pay more taxes on average than other WA residents is unfair.</p> <p>It is only compounding the taxation without representation that we already endure to have a job. I, as well as my coworkers, would rather sit in traffic then pay more taxes then we already do. If we have any influence in the matter, that will be the agenda we push. If the bridge can't be built without tolls to WA residents that work in OR then so be it. I don't see how building a new bridge is going to do anything significant to reduce traffic anyway. Without widening all of the lanes that feed the bridge to more then 2 to 3 we have now makes no sense from anyway you look at it. It has taken OR 15 years since WA did it to get the lanes closest to the bridge open to 3 lanes. Why would anyone think they are going to react any sooner to any future problems that come up with a new bridge.</p>
2825	<p>Retarded. This project was originally focused on alleviating congestion and a bridge ill prepared ill designed for major earthquakes, etc. once the politicians got involved, it ballooned all out of proportion and reason to include every bell and whistle imaginable, mostly to satisfy the PC crowd. It was also touted as a no-brainer on the financial front, with the 'feds' and state picking up nearly all the cost. Unfortunately reality and an economic crash undercut the finances making its bloated proportions un-swallowable. Rather than delay until better economic times arrived, or scale it back to a functional but bare bones design – sorry Sam Adams, no Taj Mahal of pulchritude – the egos of the politicos wouldn't allow that. Ergo, we are now scrambling to find 'other sources' of money to keep it on target in the mode designed to meet the egos of the politicians rather than the needs of the commuting public. Tolls hit hardest at those who this is supposed to help most, those who have no other option than to fight the traffic beast on a daily basis. Save a bundle and dump light rail. Few North of the River want it, along with the gross mismanagement long exhibited by Metro, nor the gang-bangers and homeless who ride for free, causing problems along the way. lest you think I know not of which I speak, my daughter is one of those homeless who rides it with impunity, never getting caught nor having to pay. Numerous studies have proved that at most, at maximum capacity, it could only handle 3% of the traffic flow currently in cars. Add to that the studies that show that most light rail passengers more likely come out of buses not cars and this is a boondoggle we don't need. we could more cheaply buy dozens of new buses, hire drivers and let everyone ride free than build a stupid light rail line. Get rid of the stuff only inserted to satisfy the esthetic demands of the politicians. Pare it back, pare it back, pare it back and move forward only if the financing can be found that doesn't bury the average guy. If that doesn't work, install cheap, flexible bus lines, reinforce the existing bridges to seismic standards and dump this fiasco.</p>
2851	Billboards and street sign, don't toll
2852	Tolls Not variable tolling Not fair to Vancouver Commuters
2853	I'm against the tolls, that all I care about. LOI
2854	Wish to get it built Have to pay toll, ok!!
2822	Why on earth do we need to replace or add another bridge and then tax us by adding a toll to the bridge please reconsider your options.

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2823	Between Oregon's WAY TO HIGH road tax and Washingtons we truckers already pay to much. Do you think we are made of money? A toll is nothing more than another tax. Stop with the taxes...
2821	As a trucker I am opposed to any more TAXES applied to my industry. We already pay too much in highway use and fuel taxes. Certainly something needs to be done with that bridge, but something has needed to be done for years now. Both states need to take the money they are already collecting and learn how to make ends meet like the rest of us have to do! In the trucking industry trying to get a rate increase is very difficult, but everyone seems to believe that we have a money tree in our yards. The price of everything associated with our buisness from fuel, tires even all of the new emission equiptment that is being required by C.A.R.B. all adds to our cost, yet there is never any additional revenue to cover these. I wish we could just add a toll. PLEASE find another way, besides we don't want to become another California when it comes to tolls on bridges. The answer is not collecting more revenue, it is spending what you have more wisely.
2820	I am an Oregon resident and a long haul truck driver. As an independant owner operator I base my rates on the costs I will incur to carry the freight for my customers. Most major trucking companies also do this. Altimately, it will raise prices for the consumer as it will cost more to ship. Take a look at what a shipper has to pay for something going into New York before you may a decision on starting toll roads in Oregon. We say no to tolls.....
2818	In the time of trucks being slammed to the ground already because of cost, taxes, etc a toll is NOT a reasonable option. Every person in the states utilize trucks for their day to day needs – consequently a toll especially at 4 times the cost of cars is unnecessary and unjust. Where is the stimulus money that should be used for this expense. Do we REALLY need a new bridge, or just make what we have work better. How about a thorough fare between I-205 and I-5 along the river to help even out the traffic on Oregon side?
2819	I think that is a shame that the tucking industry has to pay more than the general public does and there are more cars on the road and more cars will use the bridge than trucks. the trucking industry already pays more than the general public on all the roads through out the state and still has to support all the road projects in the state and not just this state either. The trucking industry is already taxed and charged over the amount that should be charged. I know that most elected officials believe that the trucking industry can pay more than the general public and if the elected officials would charge the general public like you like to charge the trucking industry there would be a revolt at the ballot box and they would be replaced. So you keep charging more on the trucking industry and the trucking industry is very important to the economy but you keep trying to put the trucking out of business by over charging the truckers more and more. I appreciate you letting me and others voice our opinions on this subject. I agree that a new bridge is needed and that the cost of paying for the bridge should be spread out evenly amongst the users of the bridge. The new bridge is needed to relieve the stress on the existing bridges. So the tolls should be set just like the toll that was on the other bridges that cross the Columbia, and be taken off once the bridge is payed for.

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2809	As a Owner of a trucking company and also a driver, adding more expense to the transportation industry is not something we need. Companys and families are struggling to get by as it is. When you add in everything we already pay, your just taking more out of are pockets. Frieght rates havent changed in 20 years , but cost of living has. The transportation industry can't keep covering the burdens of states. Were not a money tree. We simply provide everyone in every state with the goods they need (Gas, Oil, Food, Clothes, Building supplies, Basically everything people need). Tolling will also increase more traffic using other routes to advoid the tolls, I-205 , Hwy 30 will become more congested. More traffic will end up where it wasn't before . Tolls are a bad idea. Please take families into account, some can barley afford gas to get to work to just barley pay the bills. So lets keep unenployment from going up and people working to move forward in this down turn economy.
2810	To whom it may concern, Please note that trucks have only two ways from Oregon to Washington at this side of the mountains, we don't have alternates such as public transit or carpooling so please do not put tolls on us! Our current logbook system does not allow us to "nap" until the tolls lower so the impact will be a severe burden to an industry that is already heavily impacted. Thank you for your consideration,
2811	the united states govt. AND the state of oregon is already stealing enough of our hard earned money as it is I say keep your hands out of our pockets. The trucking industry already pays ou tmore than it's share of road tax and other cost that is making it difficult at beat to operate. If the state of oregon insistes on going through with this farce of another yet way to STEAL nore of our money then it won't be long before the trucking companys start looking for greener pastures. I Say NO NO NO to any bridge tolls or any other scheme on the part of the DEMOCRAT controlled state.
2812	If you can't build it with existing gas tax dollars, don't build it. We really don't need it that bad. If people are tired of sitting in traffic during the commute hours they should find another alternative, like staggered work hours or work form home. I travel across the river 4 to 5 times a week to see my grandchildren. If you toll the crossing I won't be able to afford it. Don't turn Oregon and Washington into the East Coast. They are called freeways for a reason!
2813	Unfortunately, this committe and other States and cities are all belying up to the trough at the same time. You have no idea that the other has their hand sticking out expecting small business truckers to pay for projects that should have been funded from mileage and fuel taxes to begin with. It is a shame that those funds have not been utilized as they were meant to be. The expected financial burden from each state and city's demands compounded by the California Air Resource Board's laws, which is putting an unprecedented financial burden on the transportation industry, will certainly break an all ready distressed industry. In a nutshell, your expectations are ludicrous considering the existing environment that this industry is struggling with.
2814	WE TRUCK DRIVERS ARE ASKED TO PAY MORE AND MORE, WHEN ARE RATES ARE BEING CUT. IF YOU PUT A TOLL ON I5 BRIDGE YOU SHOULD JUST EXPECT THAT TRUCKING IN WASHINGTON WILL DIE . WITH THE HEALTH CARE AND OTHER COSTS BEING SOT. WHY NOT JUST PAY FOR IT WITH MONEY YOU ALREADY COLLECT. IF YOU DONT HAVE THE MONEY FOR THE CANDY BAR YOU CANT HAVE IT . SO SAVE UP FOR IT AND DON,T TAKE THE MONEY OUT OFF OTHERSPOCKET

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2815	To whom the idiot may be: How about the individual who is thinking about charging a toll ANYWHERE take a look around you and see how many people are struggling to put a meal on the table, pay their bills, keep their home and exist day to day in this economy? This should give you a pretty good idea whether or not you should charge any kind of Toll at all...commercial traffic or otherwise. We are already overtaxed as it is from every front and a Toll is yet another tax. Learn to be responsible with the tax revenue you have before asking thefinancially struggling public for more!
2816	This is just another way to get the truckers. Truckers already pay more than their share of fuel taxes, permits, insurance for everything you can think of, income tax, highway and road tax, federal tax, the high cost of repairs to our trucks, high fuel rates. Now with the economy loads are getting hard to find, pay is going lower and lower. So why not just add another toll...thats ok the truckers can pay for it. They have deep pockets. When is this going to stop. How are we suppose to make a living when you keep adding more fees for us to pay? Prices are going up in the stores and freight pay is going down. So I say NO to tolls. We pay enough, we don't need more.
2817	Toll roads and bridges or roads will be a Pandora's box you canot stop once you start it. I own a small regional trucking co in Washington. We used to be national and when traveling to or through the New England area, charged the customer a "New England surcharge" like most motor carriers. This was in large part because of many toll roads and bridges in the area. I am so glad to be able to stay away from there now. Please do not start this here. Just learn to live within your means like the rest of us have to.
2789	I would like to say that tolling truck will only increase the cost of products delivered by them as the profit that a truck is making now is decreasing instead of increasing. If you keep adding some sort of tax to the trucking industry that pretty soon there won't be many left that can afford to work. A truck already pays a toll for running on the highway system by what is called road tax. They also pay a heavy use tax. There licensing is higher and has just gone up. Insurance is outrages. The trucks pay a tax of fuel. The taxing or tolling as you are calling it has got to stop by the time the goverment is done there won't be anything left for people to live on or if there is it won't be much. Oregon is raising the taxes on business, as said before licensing is up, insurance is up, road taxes are up, the price of fuel is up, the food for long haul trucker is up, showers for over the road truckers is up, lumper service for refers and dry box is up, everything has gone up but the rates and now you want to add more expenses, it has to STOP, no more. The goverment want to carry health insurance at a cost or pay a fine or go to jail. It's just add this add that, regulate your hours of service to a point that it makes it impossible to get from point A to point B legally. You use to be able to make a nice living driving truck, but no more. The profit is just about gone. Please no more taxes of any kind and that includes tolls.

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2790	<p>TO WHOM IT MAY CONCERN--- ABOUT THE TOLLS ON I-5 COLUMBIA RIVER BRIDGE . RE : TOLLING TRUCKS 4-FOUR TIMES THAT OF A FOUR WHEELER= CAR . IF YOU ARE A BIG CORPORATE TRUCKING COMPANY LIKE SWIFT-----C . R . ENGLAND AND SO ON . THE TOLLS MAKE LITTLE DIFFERENCE IN THEIR BOTTOM LINE AND THEY GET FEDERAL---STATE INCENTIVES AS WELL AS FEDERAL BAIL OUT MONEYS TO OPERATE . FOR THE LITTLE GUY = 1 TO 5 TRUCKS --OWNER OPERATOR , INDEPENDENT DRIVER , SMALL BUSINESS OWNERS THAT ARE STRUGGLING TO MAKE IT . A LONG HAUL BASED IN WASHINGTON YOU CAN LIMIT CROSSING THAT BRIDGE BUT STILL IT COSTS AND SO IT EFFECTS YOUR BOTTOM LINE . JUST IMAGINE BEING A LOCAL CARTAGE THAT MUST CROSS THE BRIDGE = 5 TRUCKS AT TEN--10 TIMES A DAY . THAT ADDS UP !!! TOLLS BASED ON TRUCK SIZES WILL KILL SMALL BUSINESS TRUCKERS . WE MUST ALL KEEP IN MIND THAT THE AMERICAN DREAM IS FOR ALL-----NOT CORPORATE AMERICA ALONE . WASHINGTON STATE--AND AMERICA AS A WHOLE NEED TO HAVE AS MANY SUCCESSFUL SMALL BUSINESSES AS POSSIBLE AS THEY ARE . THE BAKE BONE OF AMERICA AND THAT SMALL BUSINESSES EMPLOY MORE COLLEGE GRADS . MORE FIRST AND ARE THE OVER ALL EMPLOYERS IN THE U . S . CORPORATE AMERICA ONLY EMPLOYES 38 PERCENT OF THE TOTAL WORK FORCE IN ANY CATAGORY . WHILE SMALL BUSINESS EMPLOYES THE REST= 62 PERCENT THESE STATISTICALLY ARE THE HARDEST WORKING FORCE . LET US KEEP THEM WORKING---DRIVING . AFTER ALL TRUCKERS ARE HUMAN---VOTERS---AMERICANS AND MANY ARE VETERANS TRYING TO STAY EMPLOYED . THANK YOU FOR READING .</p>
2791	<p>Ultimately I realize a toll must be collected to offset the cost of the new bridge. My Question would be how much doe you expect that trucks should pay in light of the already double taxsation charged in ton-mile and apportionment? Anything exceeding \$.80 cents per axle would be totally unreasonable. That would total \$4.00 for trucks to 80,000 lbs, and up to \$6.40 for 105,500 lbs. Chargewd one direction only. I operate a truck in the northwest an am aware that such a toll may not be popular to all but is a more equitable figure than some that have been proposed.</p>
2792	<p>tolling greed - horse puck</p>
2793	<p>This seems like one more way to get our money and spend it on things not related to trucking. Yes I know you will use this money for a new bridge across the river. If you keep taxing and tolling the only thing you will need is a boat ramp because you are sending all of us(trucking) down the river. We should not have to pay to use a bridge that we have already paid for and will continue to pay for with the highway use tax, fuels tax and road tax. How much more do you need? Here is an idea, why don't you start charging auto's for the bridge? Oh ya then you would get fired and join the already high unemployed in Oregon. Forget it you have wasted enough of our money already!</p>
2794	<p>I am a truck driver. I own a trucking company. I already pay heavy transportation taxes that are supposed to pay for roads and bridges. you should have the money set aside for this project from IFTA and oregon road weight and mile taxes. mismanagement of the peoples money is a nation wide sickness and Oregon needs to rise above this extortion racket. shaking down truck drivers is not a good idea. I simply pass along all tolls and other taxes to the cost of the load. so if the cost of moving a load to oregon from Southern California is \$1500.00 I will add all the taxes on to that. (IFTA, Oregon DOT, Driver fica, tolls etc.) the load cost will increASE TO \$2300.00 or more. If I am hauling beans, diapers, soup, noodles, vegetables just to name a few california products. be aware you are raising taxes on yourself and low income families. I will simply pass along the cost of doing business to you the consumer..... oh that is you! learn to manage the money we pay in taxes. 50% of the cost of goods in this country is transportation and taxes related to transportation. so far oregon residents enjoy a lower cost for goods than neighboring states. why do you want to catch up with california?</p>

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2795	I am Erickson Transport Inc. The amounts that we pay now, and with the rates going up, should be more than enough to pay for the bridges, roads and all the upgrades the State does on our highways. The word toll is just another word for tax and the people of this country as a whole are over-taxed as it is. I am a one truck company and I can tell you that it takes a lot of very hard work to stay and keep up with all the changes and costs that are happening just in the trucking industry alone. It won't be long before small companies like mine are out of business because of the unnecessary and out of controlled spending going on today. The government tells us to think about what we do before we do it as drivers. It's about time they did a bit of that themselves..... I for one say " NO " to any toll roads or bridges in Oregon.
2796	Thanks for always considering another way of screwing the trucker , maybe you will pay for the welfare we will need when we are out of business . Shame on you for even thinking of this !!!!!
2797	Hello , my name is mike evans, an im a resident in Oregon. Im also a independent truck driver that is upset with the thought of any type of toll to cross a state line to or from oregon. I feel we as truck driver are paying a good deal of road tax in either state besides having a new toll to pay,besides the fact of high registrations and other appling fees and fuel cost, dont you think you are burdening us alittle to much, those are my thought. Please reconcider the burden your going to impose on the american people, as with the people in PA and adding a toll to route 80, I know our road taxes,as do theres, that we as truck drivers pay the states, is more then enough to build the bride and keep it maintaned for years and years to come.
2798	I have previously responded with my views on the proposal to toll I 5. I have just received from my trucking association you preliminary toll scenarios. I do not see any rate that cars would be charged. We as interstate truckers do not get reimbursed for tolls so all that you are propsing will come out of our pockets and away from the purchase of food, housing, clothing, etc. for our families. It is quite unfair to put all the burden on truckers. We have a hard enough time making ends meet. It amounts to double taxing as we already pay both Washington and Oregon road taxes. There will be many truckers who can no longer afford to stay in business and therefore both states economy will suffer.
2799	geez, don't we pay enough road taxes in this state already? I thought those taxes were supposed to be put to good use, ie road repair and road building.....NOT more repair that in turn forces us to pay more tolls! Look at the economy (our pay doesn't even come close to increasing at your proposed toll rates). Enough should be enough.....we've paid into proposed repairs, now do them without more taxation (or tolls as you prefer to call them nowadays!) PS....I haven't heard of one toll that claimed to "pay for the repair/ bond" that actually was done away with after the payoff! Once on the books, it stays there indefinitely! When are we going to get our money's worth, and actually have it put to the use that it's collected for?
2800	To whom it may concern: As struggling owner/operators of a small commercial trucking company I would like to express my opposition to tolling on the proposed Columbia River Crossing bridge project. As commercial operators we currently pay road taxes in both Oregon and Washington. A toll would amount to double taxation on an industry which is already depressed due to slow freight and low rates. Many companies freight lanes are the I-5 corridor which means some trucks could concievably cross the bridge 3 times in one day. At \$24.00 per crossing that would amount to a very exorborant tax in addition to our already high road taxes. As seen in the Eastern United States, trucks will take a alternate route to circumvent the toll, therefore creating more traffic and wear on other bridges which cross the Columbia. Please take into consideration the dire situation that trucking companies are experincing and don't vote to penalize the very people who are trying to keep our economy rolling and flowing.

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2801	To whom it may concern: As struggling owner/operators of a small commercial trucking company I would like to express my opposition to tolling on the proposed Columbia River Crossing bridge project. As commercial operators we currently pay road taxes in both Oregon and Washington. A toll would amount to double taxation on an industry which is already depressed due to slow freight and low rates. Many companies freight lanes are the I-5 corridor which means some trucks could conceivably cross the bridge 3 times in one day. At \$24.00 per crossing that would amount to a very exorborant tax in addition to our already high road taxes. As seen in the Eastern United States, trucks will take a alternate route to circumvent the toll, therefore creating more traffic and wear on other bridges which cross the Columbia. Please take into consideration the dire situation that trucking companies are experincing and don't vote to penalize the very people who are trying to keep our economy rolling and flowing.
2802	I am writing to say "NO" to tolling me on the I-5 Columbia River Crossing from Vancouver, Wa. to Portland, Or. I, as an independent owner operator pay ENOUGH Taxes every year and find it to be "Double Taxation Without Representation" to have to pay a toll to use a main crossing point from one state to another! The stealing of our money to fund a project that more than pays for itself in a mater of a few of years due to fuel taxes, road taxes, highway taxes and who knows what other taxes is flat out stealing! I ask you, when will it stop? Enough is enough!
2803	Most truck drivers from the pacific northwest hate tolls. If you toll I-5 across the Columbia, drivers will just go to other bridges to get around the toll. As a taxpayer I would rather pay through my taxes than have to stop and pay at the bridge.
2804	Really care less. Just folded long time company due to cheap rates, escalating fees and bottomfeeding truck freight brokers.
2805	Please understand that the average American Trucker cannot make a living as it stands now. Where are are road taxes going? Not for roads I guess. Please! Don't let this happen. Trucks move America, but if it fuel,road taxes, insurance keep going up there won't be any trucks on the road. Enough is enough.
2788	First, we don't have money to build new bridges. The federal government is in debt in a huge way. Printing money and asking foreign government to "buy" it is selling out the nation. We need to maintain the bridges we have and live with them. We don't have money. Taxes are already too high. We cannot afford more tolls. Stupid people in government spending other peoples money need to be held accountable. This is outrageous. They are acting like spoiled angry and controlling brats. Live within your means like we do. Grow up!
2786	I do not support any tolls on the bridge and the 4 billion price tag is ridiculous. If all the politicians would keep their mouths shut and let the engineers build a bridge just like the I-205 bridge we'd do it for about ½ the price, 2 billion. This talk about "statements" and "gateways" is absolute stupidity. It a bridge! Cars drive over it. You can have a sidewalk on one side or the other and even room for a light rail line but no tolls is the bottom line for me or don't build it.
2787	I just wanted to put in my vote on the tolling issue since I have to drive into Portland for night school each week. Scenarios 1 and 2 are the only reasonable options. I think it would be totally un-just to have to pay \$5 to \$9 a day for attending class, unless it is tax deductible, or subsidized by my job. The other tolled crossing are only \$1 in Hood River and vicinity. The Tacoma Narrow toll is only \$2.75 so I'm not sure how you can justify the \$4 or higher rates.
2781	I will not pay any tolls. I refuse to pay for roads and bridges that I have been paying for for almost 40 years through fuel taxes, heavy use tax etc.! I either will find another way across or I will not run your state any more.

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2782	THERE SHOULD NOT BE ANY TOLLS ON INTERSTATE HIGHWAYS OR BRIDGES. IF YOU DIDN'T WASTE THE FUEL TAX ON FRIVOLOUS ITEMS, YOU WOULD HAVE ENOUGH MONEY TO TAKE CARE OF THE HIGHWAYS AND BRIDGES.
2783	My family is opposed to tolling on the new I-5 crossing and the I-205 crossing after the new I-5 crossing is paid for. There needs to be a full and transparent accountability of the toll cash flow and how it is spent. We are of the opinion that there should be a very frugal use of the toll cash flow to pay off the new bridge and not pay for a lot of extra roadway expenses, including the cost of collecting the toll. That should be a state or bi-state function paid for by the general fund of the two states.
2784	As an interstate trucker and a resident of Washington state I am very apposed to any and all tolling that is being considered on the Columbia River crossing. We pay more than our fare share of road taxes to both Washington and Oregon and should not be expected to pay more in tolls which amounts to double taxing on us. Rates are low and will continue to be for some time and any additional money - for tolls - would put a hardship on many of us, even putting some small companies in both states out of business. I 5 is a main route north and south that should be kept free of tolls so goods and services can flow to both states. If a toll is imposed than there will also be more traffic on secondary roads and other routings.
2785	I would not pay anything. I am taxed enough.puc tax hvut tax.etc. I would use I205 or go up highway 30 and over the Longview bridge. If I had to deliver in Vancouver I would charge the customer the toll. And you all know how that would end up. If ODOT can afford to put up reader boards along 205 for traffic then they can afford to put up a bridge without taxing or tolling me more. You should also start taxing or tolling all the bicyclists That use all these bridges and roads. The cost of extra paint and man hours it took to make bike lanes ETC. came out of my pocket. Respectfully tired of being taxed to death.
2778	I completely understand that bridges are very expensive, but these prices are horrible. There is no way I can afford this. As a truck driver/owner I can tell you that there is *very* little profit anymore in the transportation industry. So that you can understand where we are at now, I am making less now than when I started 11 years ago. Now lets take a look at reality. Since we can't afford it, we will divert. We will take the US 30 bridge or even more, I-205. If all the trucks divert to the Glen Jackson bridge, what impact will that have. You may think that it is a good thing, but you would be wrong. There is a lot of businesses just across the bridge that would suffer. Jubitz would probably go out of business. This is rated as one of the nicest truck stops in the country. So if we really want to go to Jubitz, we will take the Glen Jackson (I-205) bridge, and go back on I-84. This freeway is already over congested now. It will only be worse. The one thing I don't understand is where does the money go. Oregon charges us twice as high in taxes as the second highest state. California just raised their taxes so will be less than twice as much. So not to be overdone, Oregon raised it again, so once again, Oregon will be twice as high in taxes as the second highest state. Compared to other states, you are swimming in money. Where does all this extra money go?
2779	I talked to Pat Fox for a little bit this morning. He saw Richard Brandman on TV over the weekend and wanted to call to say that he really supports the project. He's in favor of a new bridge and he agrees that we need tolls. He thinks we need to get started building right away. Mr. Fox suggests that we emphasize that the new bridge won't have a bridge lift which will be better for vehicles and marine traffic.

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2780	<p>All, I've read your latest update, and was saddened to see that, among those things changed was the public participation at the Tolling Committee meetings. I was fortunate to attend an earlier meeting, wherein public "input" was invited. I expressed at the end of the meeting that I appreciated the opportunity to provide information to the process, thereby validating my participation. The hosts agreed with my sentiment. Since then I've tried to find any reference to my words, or the words of anybody else, for that matter, who didn't go along with the party line. Our words seemed to disappear into thin air, unlike the words of those who spoke in support of the program. With the latest changes, it seems that more of the same will happen. As I review your website, or the local newspaper, the Columbian, for that matter, the only comments I see are those of loyal supporters. There's no mention of the effects of tolls on the real "small business" in Vancouver - the individual worker who has to commute to Portland to work at a \$10.00/hour temp job because there are none available in Washington. Your justification for variable tolls - to "help manage traffic congestion and provide bridge users more predictable trips" translates to him or her as getting up two hours earlier to go sit in a parking lot before work starts, in order to save money. Regarding the proposed changes to the design, I would suspect that we would save gasoline, reduce traffic congestion, and improve Vancouver air quality by upgrading the W-500/I-5N interchange, and scrapping lightrail. Not only would it be less expensive at the outset, but maintenance would be much less over 20 years. Thanks for letting me "comment."</p>
2776	<p>Thanks for the updates on the Columbia River Crossing proposal. I remain a skeptic.</p> <ul style="list-style-type: none">· I simply cannot support spending \$3 billion + on a new, higher-capacity bridge if it does not include tolls (and, as I explain below, I'm not sure I can support it even with tolls). The new Vancouver mayor is strongly opposed to tolling. For me that puts the entire project in serious doubt.· My chief concern is the environmental impact of a new, higher-capacity bridge. We are at a time in history when the biggest challenge before us is to drastically reduce our output of global warming gases, chiefly CO₂—by something like 80%. I have a very hard time considering an outlay of \$3 billion + on transportation if that outlay would not result in serious cuts in CO₂ production. A new bridge would likely lead to increases in CO₂ production, by encouraging more commuting across the Columbia. I'd much rather spend the \$3 billion + on building additional mass transit capacity within the Portland urban area, which would reduce CO₂ production.· If the chief issue is the bottleneck in terms of moving cargo (and I think it is) what about this—adding a new bridge that is exclusively available to: light rail, bikes and pedestrians, and trucks. The trucks would pay a toll for using the new bridge, and would benefit from having a faster crossing. Cars would have to make do with the existing bridge, which is probably a good idea, as it provides some disincentive to making a long commute across the Columbia.

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2777	<p>At this point, it appears as if all the cuts on the Columbia River Crossing project are only being made to the highway portion while at the same time the only tolling proposals on the table are to charge cars and trucks. If cuts are to be made, they need to be across the board and apply to all modes of transport. To provide balance and equity to the project, all the unnecessary recreational bicycle trails that have hitched a ride to this project need to be eliminated along with any bicycle infrastructure frills such as costly turnouts so bicyclists can stop and view Mt. Hood. The bicycle infrastructure on the crossing is also excessively wide and ought to be narrowed for an additional cost savings. Likewise, there are undoubtedly some light rail design features and frills that can be eliminated. Finally, there must be financial justice related to any bridge funding package. Either the users of all modes of transport are charged a fee to cross the bridge or there should be no tolling at all. If transit fares don't help pay for the light rail portion of the bridge and bicyclists are not tolled to pay for the bicycle infrastructure, then those are the parts of the project that must first in line to be cut.</p>
2775	<p>I don't see any reduction in the more frivolous features such as bike lanes, Max lines and Pedestrian walks. While sign waving for a political candidate at the I5 Bridge I only saw about 5 cyclists heading for Portland per day. fewer than 1 each day was coming to Vancouver. As for buses, I never saw one with passengers standing up because they were full to capacity. It hardly seems reasonable to spend billions of dollars to make a bridge for that few people. There's another several hundred million dollars worth of savings that could eliminate the need for tolling and the resulting revolt you people will see in Oregon from those who work and pay Taxes over there. Don't think it won't happen. The only reason you people aren't aware of how fed up we are is because you aren't paying any attention. The more I here about this bridge, the more it sounds like the bridge to nowhere in Alaska.</p>
2774	<p>I think that tolls on I5 / I205 is unwise and should be avoided. Sorry I missed the survey date.</p>
2808	<p>There are 3 other toll bridges in Oregon; Bridge of the Gods, Hood River Bridge and The Dalles Bridge. Those relatively very low volume bridges serve a necessary purpose in remote areas and the funding from tolls no-doubt helps to defer the maintenance. However, I would absolutely and vehemently despise any toll applied to my crossing of the Columbia on Interstate 5 between Portland and Washington. It is a MAJOR traffic crossing at FREEway speeds. To think that using the 'latest technology' to scan/photograph and then bill individuals for a toll is ludicrous! Why would you want to impose the added major infrastructure cost for processing / billing / staffing / maintenance and collections that would inevitably occur? If not using a pre-paid or 'pass card', why would you want to send potentially 'unexpected' invoices to Oregon, Washington and any other visitors to these States that would no doubt anger, irritate and cause a backlash to your positions at the Oregon Department of Transportation, Washington State Department of Transportation, the Governors' Office and the Mayors' Office of both states?! There's no need for millions of dollars to be spent studying HOW to implement a toll system (Notice I didn't say IF there should be one – as most of the documentation I read seems to indicate that its already been decided to have one) but even a lay-person can do a quick search to read all about the historical evidence of other toll bridges across this country and the inevitable citizen's revolts! Save the funds for just building the bridge! How much additional money will it cost to continue to try and MAKE drivers accept a toll, or fight the voters, or decommission the toll in a few years? Here's a thought - why not simply slash our ridiculously highest price in the NATION for gasoline, and tack on some cents-per-gallon along the I-5 corridor across both states? Make the overall price-per-gallon lower than it is now WITH your gas-tax added on ... and not only will your revenues from that singular stream stuff your coffers far greater than a bridge toll, but you'd storm PRAISES from the public, and get your funds at the same time! – Wow! Crazy idea, I know.</p>

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2730	Impose tolls on both bridge now
2731	Give federal tax credit for a portion of the tolls paid. Give reduced toll for driving an energy efficient vehicle No charge for biking or walking Electronic tolling sounds great!
2732	Will there be variable tolling on weekends and or federal holidays?
2733	Tolls should be way lower (if at all) - Clark County will already have to willing to pay higher taxes if they approve light rail. Why punish poeple who commute? And folks who are just using the bridge and not going any farther orth or south on I-5 shouldn't have to pay a dollar or more each way - thats just rediculous. But having rates adjusted to peak time is the right thing to do.
2734	Full speed ahead. This bridge is 20 years too late. Take the tolls off after the bridge project is paid for.
2735	Don't like tolls. When the interstate bridge was built, as soon as it was paid for, the tolls stopped
2736	I like the design concepts, but I am not in favor of tolling - especially without a cash option. Eletronic only is unfair to unsuspecting out-of-state visitors. Tolls on I-5 only will increase congestion on 205. And tolls in general set a bad precedent for both Oregonand Washington. Also, time varied tolls are unfair to people who cannot set thier own work schedule. (commute)
2738	I support tolls of the existing bridge to manage congest on staring now. You can acheive the same benefits now and have less traffic queued up beind my house on I-5 every morning
2739	Putting tolls I-205 to help pay for this project is simply unfair. will you toll the Boones bridge in Wilsonville too? Make as much sense. In this economy, we cannot afford this sprarkly trouble. It needs to be set aside for better times!
2740	It is impossible to believe yur claim that this crossing with vastly increased high speed capacity will decrease auto and truck traffic. The modest effect of light rail and timing tolls has little chance of counteracting the often demonstrated multiplier effct of new freeway construction. Is there any realy evidence that this combination has actually reduced autos and truck traffic? It is hard to believe that anyone who knows traffic history can beleive this claim.
2741	Bikes, peds and max should also pay tolls. Congestion pricing is a penalty for having a real 8-5 jobe (paying WA prop tax & OR income tax) It would take me 2.5 hours to ride the MAX from Delta Park to my job at Orenco Station. That is not a viable option. Offer substantial monthly dicounts on the good to go transponders (i.e. a bus pass) Provide a public vote to see if Clark County wants light rail on the bridge I don't care what it looks like, just build it for less that \$4B!
2742	Tolls only hurt the working class people - working class always getting the brunt of it!
2743	I seriously doubt that bridge and lightrail committee was randomly picked- I believe individuals were chosento serve was hand-picked as favorable to the proposed bridge/light rail/pedestrian/ and bike path/tolling project
2744	Regarding commuters from WA to OR - will tolling be forever? Tolling should begin when construction starts. What are the alternatives for those who are unable to pay the toll (poor). How about 1 low rate for all times, Why must the toll be variable? There are really no good options for people who work low wage jobs, except to drive. Light rail works within Portland, but the connection to CTRAN is not compatible . What will the committment for CTRAN be?
2745	I am against tolls

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2746	It seems that we are intent on building a behemoth to handle the traffic for a long time. How long do you expect the life expectancy to be extended by variable tolling? What's the difference to the commuter between being stuck in traffic for 1 hour and having to go to work an hour earlier to avoid an extra \$2 toll?
2747	Why is the cost to collect tolls 15-35% of the tolls collected?
2807	I am mainly concerned about this; "which will include a processing fee." If the toll is a couple of bucks (tax) for people with transponders, the processing fee for people without will likely be 10 bucks (tax). This will not work. This is a public road paid in part by gasoline taxes and other taxes already imposed on us. You cannot just simply take over an interstate highway. This will become a nightmare for truckers and tourists. Use the money we already have given you. If you do not have it, you cannot spend it. And please don't pass a nutty bond like Cal did for the idiotic bullet train. Live within your means, we all do, you should too.
2806	The San Francisco Bay Bridge repairs and the Minnesota Bridge were paid for in full by the federal govt. Why should the local people with 14% unemployment have to pay for the Columbia River Crossing? The federal government should pay for all of it. We are getting sick and tired of paying everyone else's bills. The govt. puts out trillion of dollars to bailout big businesses. Lets have some fairness!
2773	I am very concerned about the final outcome of the bridge crossing remodel. Here is what I would do if I had to update the I-5 bridge connecting Portland and Vancouver. I would make sure it was (NOT a draw bridge) but taller like the 205 bridge with no lifts to block traffic flow. Reducing overall maintenance cost of updating and maintaining the lift gate. A solid bridge built higher poses a more expensive build but a longer cheaper maintainability. This result would allow for max train/light rail and bus lines to flow freely and also allow car and freight traffic no stoppage as well. I have seen a remodel of the Oregon side focusing on new offramps and onramps when they could have been adding another lane to match the Vancouver 4 lane wide I-5 vs the 3 lane wide side on the Oregon side. I would be willing to pay a toll if needed for this. Ideally running the light rail line in the middle with bike/pedestrian tunnels under or over the max line and regular freight and car travel 5 to 6 lanes wide on each side north and south bound over a non lift bridge also increases the max weight limits allowing freight to move more freely.
2752	I read in today's Columbia that you have stated "the city can't block tolls...It's a state legislative decision". the article is referring to tolling as a Vancouver mayoral issue with regard to the construction of a new Columbia River I-5 bridge and related on/off ramps, light rail, cap over I-5 and pedestrian/bicycle facilities. It is my opinion that the citizens of Oregon and Washington still have a right to discuss whether tolling will or will not be part of the finance package for the project, and may do so through local elections, state legislative representatives, and state executive branch and officials and transportation commissions. Considering the national recession and high unemployment rates in the Portland-Vancouver metropolitan area, I think that is a reasonable opinion. I think that is was a mistake for transportation officials and FHWA to assume tolling in the planning and pre-engineering stages for the Columbia River bridge project, and I recommend that both states go back and offer a project without tolling so that everyone has an opportunity to determine whether tolling is necessary, or whether a scaled-back project is adequate without tolling, or whether portions of the full-scale project could be constructed in phases without tolling. I also recommend that I-205 tolling not be considered in this project
2771	Tolling is a totally unacceptable way to pay for this project. It is a horribly regressive TAX on working families and should never have floated to the top of the ideas list.

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2772	Set tolls for crossing but make where Oregonians and Washingtons have to pay not just one state. Also drop the train part. We don't need the problems that it brings with it here in Vancouver We have enough as it is. Just build a bridge for cars, pedestrians, bike, etc no light rail
2769	Good Morning I attended an excellent presentation last night at the NW neighborhood meeting but one topic was very confusing and caused a lot of consternation - tolling regarding out of state visitors. It is a difficult problem. I wonder if anyone has determined the percentage of one-time users. The simplistic solution., viz, send a bill via rental car companies or the like, will raise the ire of tourists and other one time users of the bridge. Can't the agency consider a manual run toll both on each side to handle this problem? Perhaps a toll both located near but not on the actual bridge? Hope so! Thanks -
2770	Received a call from a lady who did not wish to leave her name at 4:05 pm on Friday, October 16, 2009 and wanted to leave the following comments: We need to take into consideration the people in Clark County cannot afford to pay tolls. The senate did not vote on a cost of living increase for seniors so everything for them will keep going up. Clark County's unemployment is 14% and no one can afford to pay tolls. All other states will benefit from the bridge so why aren't they paying for it?
2751	A few questions. Who will be responsible for the increase in crime if a light rail is included in this bridge? Does the FBI get involved in muggings and purse snatchings because of interstate flight? Please don't tell me that crime won't follow the light rail, it is has followed every time the Portland system has been expanded. Also, how much of the 68 to 75 per cent of traffic entering on the file mile project would be diverted to the north west solution bridge rather than entering the system currently? Take the trucks and vehicles heading towards Beaverton/Hillsdale off the I-5 corridor (thru the I-5/I-405 interchange congestion area) and give them a more direct route, what does that do to your projections? I'm quite sure no ones asked what the final destination of drivers crossing the bridge may be. Only how many people are crossing into Oregon. If you want a signature bridge so badly find another way to pay for it than the backs of the Clark County residents. No one from Oregon will come into Clark county if they have to pay a toll and you know that. This is a blatant attempt to have Washington pay for a bridge that Oregon wants. But what else is new? They tax the incomes of residents of another state and get away with it, why not make them pay for the bridge too. This whole thought process leaves me nauseated. Why not just hand over Washington's purse to Oregon and let them decide what to do with the money. This is obviously what you all think is a great idea. Unbelievable arrogance of all involved.
2767	I believe that there shouldn't be a toll on the bridge unless you put light rail across. No exceptions. I commute to downtown Portland every day and the added cost to get to work would break me financially. I would love a job in Vancouver but they do not exist. I have to work where the jobs are. I refuse to use C-tran because it is completely inefficient and useless. Please only consider tolling if there is light rail. It is better for the environment and for Vancouver as a whole.

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<p>2768</p>	<p>This morning I viewed the recent meeting of the CRC Toll Study Committee on CVTV. Here is an idea you might want to consider. I believe it mitigates many of the issues or problems being discussed. The idea is to plan to toll I-5 traffic inbound to the Portland Metro Area at points "before" the I-5/I-205 split. In other words, there would be a Southern toll point in Oregon in or around Wilsonville and a Northern toll point in Washington in or around Ridgefield. Toll booths would be set up in Oregon to collect cash on Northbound traffic, and set up in Washington to collect Southbound traffic. The reverse directions would be toll-free. Residents of surrounding communities could opt to get vehicle transponders to bypass the toll collection lanes and pay a lower variable toll based upon their application to the toll authority and circumstances (job need, income, ride share, or use). Vehicles without transponders would pay a higher cash toll. Funds collected by each respective toll point would be used to pay for the Interstate bridge and possibly other bridges in the Portland Metropolitan Area. Each State would set their own method of ETC transponders without necessarily having to "coordinate" an interstate agreement. Each state may decide to use additional percentage of funding to supplement road maintenance on their respective side of the Columbia river. If, in the future, additional bridges over the Columbia river were constructed (i.e., Ridgefield WA to Scappoose OR; Camas WA to Fairview OR) these two existing toll points could help fund those projects as well. The ETC proposals of post-pay for visitors or scofflaws would send the registered vehicle owner billings and/or citations for collection which may not be the person(s) not paying toll. In addition, certain states or provinces require only a rear license plate (i.e., FL or AB). The effort to track out of state registered owners would be tremendous and not be worth the effort. The administrative cost of the "back office" for the tolling effort would be greater than the funding to repay the bridge project. Citations of other Washington toll projects (i.e., Tacoma Narrows Bridge and SR 520) are not the same scenarios as the CRC. The reason the replacement of the Interstate Bridge on I-5 is being considered in the first place is present and projected future congestion. There has been no investigation to a third (or fourth) bridge connecting the Clark County and Oregon Tri-County areas within the Portland metropolitan area. Of all the bi-state metropolitan areas in the US, ours has the least amount of roadways (bridges) between the two States. Tolling at the bridge points-- even ETC-- will not help the congestion problem whatsoever. This plan of separated toll points will also help address the concerns of commuters crossing the state line to jobs within the greater Portland metropolitan area. Also, what has never been addressed by the CRC to include Tri-Met light rail into a small portion of Clark County (downtown Vancouver), is the transit taxes that Oregon employers and workers now pay on income. Will residents of Clark County be subject to the Tri-Met transit taxes on their income? Will C-Tran in Washington be combined with Tri-Met to create a new transit authority to service the entire Portland metropolitan area? It is nice to encourage better public transportation in the entire area. But the fact is that it would be more efficient to have one single transit company serving the entire bi-state metropolitan area.</p>
<p>2766</p>	<p>I understand tolling is under consideration? I just want to voice my opinion on this. As things stand now my family is supported by only my income, I am literally paycheck to paycheck. I cannot afford additional cost factored into my commute. As it is with gas prices/taxes registration fees paying Washington sales tax and Oregon income tax I pay more than my fair share. If a toll is put in place I absolutely will earnestly seek employment in the state of Washington as to avoid any commute whatsoever onto Oregon. If a new bridge cannot be constructed with available funds then it should not be built, I would much much much rather deal with traffic than paying more money that I do not have. I'm trying to figure out how to get out of a hole right now, I don't appreciate the prospect of this bridge project digging my hole deeper. Thanks for your support.</p>

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2764	I am retired, and very limited income. I go to quilting once a week in Portland, and go to see my brother who just lost his wife to check on him, when going over there. My sister has Alzheimer's and need to check on her too. I do not want a new bridge, as the problem at any hour of the day I have gone there, has been on the Portland side. I will not be able to afford to pay ANY toll, and my family will suffer because of it. Also I do not want the Max train in here as I live in the downtown area and do not want that riff raff in my area. I have lived in Vancouver for over 50 years, and over 30 years at my present home and just a few blocks from where the Max will be. Thank you for listening
2765	If the bridge can not be built with out tolls then do not build it. The congestion will just be moved to the 405 interchange then to the rose quarter. I have traveled this route since 1976, and Oregon, is just now upgrading the Delta Park to 3 Lanes. Not much thought as far as I am concern, if Oregon really wanted a new bridge you would think the delta park area would have been planed for the new and bigger bridge. I am sure the mayor of Portland will want to toll that overhaul of the new improvement also. I am very sure you really don't care what I think, But I needed to voice my thoughts.
2763	I hope the committee representing the North side of the Columbia River holds to their current stand, NO TOLL to travel between cities and states. In all my travels via RV Motor Homes and Travel Trailers for the past 45 years my disgust was toll roads and toll bridges, many times I would outline my routes around the toll operations, even if it cost me to go another route. Fuel taxes should take care of any extra revenue needed for such improvements. Thank You, "NO TOLLS'
2762	How many times do we need to tell you people we refuse to support any bridge proposal that involves any toll of any kind on any bridge either those already in existence, or the one to be built. If you can't afford to build it without tolls don't build one or cut it down to a size you can afford. In case you people have missed it there is a recession going on and contrary to what the government controlled press is claiming, it is getting worse not better. Start listening to the people who vote for the politicians who run the local and state governments involved in the bridge project or we will have to instigate recall measures so we can get people in office who will listen to the people who pay their salaries.
2757	Regarding the CRC tolling proposal. Many commuters living in Washington and working in Oregon have paid Oregon taxes for years without a voice on how the collected taxes are spent. Shouldn't this extensive sum relieve the toll burden from the Washingtonians working in Oregon that continue to pay thousands of dollars each year to Oregon? May we have a voice in how are tax monies are spent? This is a fundamental concept in which our country was formed. Thank you,
2758	While I appreciate all the hard work so many people are putting in, and I also appreciate that there is a frustrating bottleneck at the existing bridge, I have two big concerns about what is being proposed. The first is cost. I don't know where the funds for the new bridge would come from, and I also suspect that if those funds are available there are other things that I would rather see them go to. The second is the impact on land and energy use. I think there is already more commuting between Portland and Vancouver than makes sense in terms of land use, energy consumption, and contribution to global warming. I worry that any increase in the capacity of the Columbia River bridges would simply encourage more people to commute across the river, leading to further sprawl in Clark County, fewer taxes on the Oregon side of the river, more miles driven, more CO2 produced. I also fear that if we increase capacity, any congestion relief will be short-lived, because more people will choose to commute across the river until in a few years the higher capacity new bridge is also congested. Tolls might help address both issues (and so I favor tolling) but I remain unconvinced that, overall, a new (and particularly a larger) bridge is worth the investment.

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2759	There is an option for no toll... It is called a lottery... people love lotteries... people don't love tolls keep it simple A Washington-Oregon bridge lottery... separate form the Oregon or Washington lotteries All the funds raised goes to the bridge repayment and maintenance... PUT IT ON THE TABLE... it will work... lets stop wasting time and start it already... time is what we need to succeed... Have a combination of lottery options and big prizes and we will get this paid off quicker than tolls...
2760	After watching the meeting on CVTV on Oct 9 and reading through your website, I believe the building of a 3rd bridge is more reasonable cost-wise. If it is true that the current bridges still have so much life left to them and there is nothing structurally wrong with them, it seems like such a waste to just tear the I-5 bridge down. Because not only are we going to need to fund a new bridge but the huge cost of tearing down a bridge that is still completely functional? What a waste. I will say that I would support a toll for the new bridge but ONLY if it is paid by everyone who would be using it (bikes, pedestrians, mass transit included). Its only fair that if you use the new bridge, you pay for the new bridge. I also support the toll if it is ONLY in place until the bridge is paid for. I in no way support a toll if it is going to be used for anything else or a new way to raise funding for other things. Thank you
2761	Once again, I demand an answer to this simple question. Will tolls from the bridge be used to help pay for modifications to the freeway system in areas not DIRECTLY connected to the bridge entrance? This is a very simple question. I expect an answer to it soon.
2753	IMpact to residents after bridge i.e. tolling and service to Vancouver Integrity of Island from Tomahawk dr. going through at 22st below ground level and fill vs. pillars
2754	Tolls should be "free" for island residents. We are captive and would lose our Vancouver downtown/shopping. HOpe the bridge can be pleasing to the eye.
2755	Dear Columbia River Crossings Official: Please inform me about when do I-5 starts construction? Secondly, Please inform me about when do I-205 and I-5 starts tolling service? I support for Toll Booth for helping motorist pays cash and change money and install Customer Service station in Vancouver and Portland stations in 4 or 10 stations. I want them letting me know when project construction starts. Included I want "Toll Road and Bridge should installed in Vancouver and Portland of I-5 and I-205 like Illinois Interstate. Please bring Toll booths to Portland and Vancouver with photo files. I need to getting responses from official confirmations.
2756	ARE TAX'S ARE PAYING FOR IT THERE FOR NO TOLLS. WHY SHOULD WE PAY TO USE SOMETHING WE THE PEOPLE PAID FOR ALREADY.
2749	Why is this needed? Fix the "downstream" bottle necks and look at a new bridge north west of the existing span. I'll bet a large percentage of the people using the bridge daily are doing so to get to Intel and jobs in Beaverton and beyond. And why a toll? Only Clark county residents will pay for this and everyone of you know it. I'm disgusted by your willingness to toss the people who voted you in under the proverbial bus. I'm talking to everyone I know and you are all out within the next two elections. As representatives of the people of Clark County and Washington State....you STINK!!
2703	This doesn't answer the question. The answer isn't relative to what portion will be paid by Federal money or the letting of contracts at any stage. Let me rephrase the question: If one assumes that current plans to place tolls on a new, revised or replaced I-5 bridge is implemented, will a portion of those tolls be used to pay for repairs, revision, and/or other alterations to the Oregon portion of the I-5 freeway in the Portland area that are not directly adjacent to the actual bridge, such as the Jantzen Beach freeway entrance? I expect a direct answer to this question. Thank you,

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2728	<p>Has tolling study committee considered the use of HOT lanes in which drivers could opt to pay an even higher toll to travel in a less congested HOV lane? Could this still be included in the study?</p> <p>I'd like to see an interactive model on the tolling website so poeple could enter rates and watch how traffic flow predicted to change. I bet it would drum up more interest and understanding and possibly excitement over quick, les congested trips.</p> <p>Though I support tolling of some kind the tolling study did read oddly. For example, if the test takers supported tolls they might not be more likely to support otlls if they knew they would be variable tolls. Also, the questions did seem to be designed to gather information to support tolls. I suggest rewriting the survey.</p>
2729	<p>Light rail design is Vancouver should note C street going to connect to I-5 Tolling should not be for the 205 bridge. Tolling for hte I-5 bridge only.</p>
2587	<p>Attention: Maurice Hines Thank you for your response. Which is more important regarding your choice of a new I5 bridge; economic prosperity or reduced congestion or public transport or bicyclists or pedestrians? Would you have me believe that reducing, by 50% or better, the AM eastbound traffic via multiple roadways from that area east of I205 to Cape Horn that then enters the seven interchanges you mention in the five mile project area would not reduce congestion in the I5 corridor? Oregon certainly does not want a third bridge east of I205 because that would require them to make huge improvements to I84. God forbid they should have to spend any tax money (including that paid by Washingtonians) to make any improvements for those people who trek faithfully to Oregon everyday to fulfill their job responsibilities. Everyone I've spoken with in east Clark County, who now drive west to I5 in the AM and east from I5 in the PM, do so because I84 is backed up to at least NE 122nd Avenue or further east every day. That means they either sit in traffic on I205 and I84 or they sit in traffic on I5. You also mentioned that "building a third highway crossing would not fully address the existing or future transportation problems on I5". It seems to me that you are failing to address the existing and future transportation problems of all those currently living (and the only future growth area) east of I205 in both Washington and Oregon. I think it is also glaringly evident that both Oregon and Washington failed miserably in planning for the future most everywhere in the I5 corridor. For crying out loud; this highway has only extended from the Mexican to the Canadian border for decades and has always been THE main thruway from Mexico to Canada in the west for travelers, commuters and freight haulers. Oregon's traffic engineers who designed that stretch from the Swan Island area to Jantzen Beach failed miserably and all those travelers who have had to sit still in that stretch twice daily have them to blame. Shame on them! Last, but by far not least, tolls. You know full well that if you build a new I5 bridge, you will most certainly place tolls on the I205 bridge. Why? Because you know, with certainty, that if you only toll the I5 bridge, drivers by the thousands (including freight truckers) will divert their routes to travel over the Glenn Jackson Bridge to avoid the tolls on the I5 bridge. Also, if you are going to place tolls on one or both bridges, toll everyone. That includes all motorized vehicles, buses and any other public transport (MAX), bicyclists and pedestrians. In other words, if you cross the bridge you should be required to pay to do so.</p>
2596	<p>CRC: No tolls! Charge \$5/auto in Clark & Multnomah counties. I have 3 autos.</p>

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2662	<p>I'm a professional economist, so you ought to know what I think about this already. Just to be clear, all/any economist believes in sending price signals to consumers so that they know what the value or cost is of the service they are consuming. So, YES, of course, tolling is necessary. LOTS of places use tolls - ever go driving in the eastern U.S. Every driven in Europe, with their magnificent, tolled freeway systems. YES, these work and work fine! While I'm at it, do you have any idea how much \$4 BILLION to \$5 BILLION is? Here at BPA, we're quaking in our boots at the prospect of investing HALF of that - \$2.5 billion in the Pacific Northwest electric transmission system. We are quaking because of the vast impact of our internal capabilities to spend this much money effectively AND what it will do to our transmission rates as we roll these costs into our revenue requirements. As you see, we do 'toll' our customers for facilities that they use ... and while everyone likes their lights to stay on, they sure push hard on us to consider every conceivable option to minimize those costs. Our customers do NOT say, oh, go ahead and spend the money, its small a small cost compared to the value of the services received. NOPE, we get fought every inch of the way. You should expect the same challenges: did you send the right price signal, did you try 'conservation' of demand, did you try clipping those moments of peak system demand, did you consider all the alternatives, etc. Besides, when we do investments, we consider the total system impact of any one investment. I believe that the CRC specifical did NOT consider the total transportation system impact of this single, massive investment.</p>
2690	<p>Regular anonymous caller called on Wednesday September 23. This is a synopsis of her comments: If the government can rebuild an airport that only services five plans a day, then they can pay for this bridge. Don't you people understand that this will make people homeless? Jobs are hard to find. My one son is crossing the river because the only training program for him is in Oregon. He has no other option. A toll would make his family have to sacrifice meals. My other son is an electrician and the last job he applied for had thousands of applicants. He is just scrapping by and cannot get work. People don't have the money to pay tolls. I think this is going to be shoved down my throat. If the states make the decisions on this, I want a number to contact WSDOT at. I don't think they understand. The caller was provided the main number to WSDOT headquarters in Olympia (360-705-7000).</p>
2582	<p>9/24/09 Ms. Sharon (would not provide me her last name due to fear the Mayor's Office would find her out and cause problems - so I told her I'd refer to her as "Jane Doe") Below is a summary of her comments she'd like included in any documents or public input reports you are gathering. She would like the 'czar of tolling' to be aware of her comments. She is opposed to the tolling idea on the CRC bridge. She and some of her immediate family are frequent users of the bridge and referred to it as "Mayor Pollard's" bridge. How can the average family afford to cross the bridge? How can the economically strapped (13.09% unemployment rate in Clark County) look for jobs in Portland vicinity if they have to pay a toll? it is wrong to make the nearby citizens pay for the bridge. The congestion is really a problem in downtown Portland and the Delta Park area. . not so bad in Vancouver. She and others are strapped and can't afford luxuries like soda pop, etc. . . now with a toll on a major interstate bridge, no luxuries will be bought. She thinks Mexico and Canada should pay for their usage on the bridge as they benefit from the bridge too. Has Obama even thought of this. Why does or did the residents of Vancouver or southwest Washington get taxed by Oregon when they worked there and then again on their federal tax as spouse income would be included and they'd be taxed again (this practice has been stopped due to legislation). The Eyman initiative that made car tabs \$30 but you have to pay more than that cuz of the other taxes placed on top of it - not fair. Mayor Pollard wants a grand transit system in Vancouver like they do in Portland but that system has and will draw here the hoodlum activities. Crime rates will rise. Gun usage on the transit system. Her son is on unemployment, how can he afford to live? How can he afford to cross the bridge to look for a job? There . . . I think I have captured the comments.</p>

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2629	I don't believe it's right to charge the toll considering that residents of WA who work in OR pay OR income tax and do not get all of it back at the end of the year. When I inquired about this I was told it was for using OR roads and bridges. The toll has already been paid from the income tax being taken out by OR. The question should be what does OR do with the tax money that they get from the WA residents who work in OR and pay OR income tax? Not to mention with this economy paying a toll would put a hardship on the commuters who are on tight budgets to begin with.
2637	I just want to say I am not for tolling at all. Living in Washington and working in Oregon means I pay sales tax in Washington and income tax in Oregon. Why should I be ok with a toll charge as well just to work in Oregon? How about charging the people from Oregon sales tax and using that along with my income tax to pay for the bridge. Oregon seems to always have enough money left over to give kicker checks back to people, so use it for the bridge. How long will the toll last? Will it end when the bridge is paid for? Who is in control of the money, Oregon or Washington? If 70% of the use is by people in Washington and 30% by people in Oregon is that how the money will be split up? Will the toll be tax deductible? Will pedestrians and bikes be charged the toll for the improvements to that part of the bridge? Can there be a counter showing the amount of money raised by the toll so people can see how much is being made every day when going over the bridge? This would help people see how close we are to paying for the bridge. Do we get to vote on this?
2654	I will not be traveling to Oregon AT ALL if a toll is instituted. If the only option is to have a toll, then leave the existing bridge. I am not happy with a mandatory toll.
2688	Please consider a toll for the I-205 bridge as well if a toll is placed on the I-5 bridge. I-84 has major traffic backups from Washington residents using the I-205 bridge and I believe it will become a lot worse if a toll was only placed on the I-5 bridge as people would try to avoid the tolls. I am a resident of Fairview and spend lots of time sitting on I-84 due to the congestion of people trying to cross the I-205 bridge. We badly need better routes and capacity for the people who need to travel on those bridges, there are high economic costs involved with doing nothing. A toll on both bridges will also help accelerate the time to pay off the new bridge along with providing income for the enhancements of the project and could provide income for improving the I-205 bridge.
2678	My first choice for this is a second CRC East of 164th & 192. Secondly, I favor a reasonable toll South on I-5 & I-205, with toll on I-5 North only. Hopefully, it will be possible for an electronic pay/pass that works in both directions on both bridges.
2725	You have not answered my question regarding use of bridge toll fund to pay for modifications to the Oregon freeway systems. Are those proposed tolls to be used to provide funds for Oregon to alter their freeway on-ramps and/or other I-5 freeway modifications. Please answer that specific question.
2716	WA residents who work in OR already pay a high price in OR taxes. I propose all such WA residents who work in OR be exempt from any additional taxes, fees, or tolls associated with this project. Any such OR taxes collected from WA residents should go directly to support the bridge project and no other. I believe any new bridge that does not increase the number of traffic lanes is a waste of dollars. If bike lanes are to be a part of the bridge, bicyclists should pay tolls equal to that of motor vehicles. If mass-transit is also part of the new bridge, those individuals traveling on it should also pay tolls equal to that of motor vehicles. In the mass-transit case, the toll should be above that of the fee to ride. The fare to ride supports operating expenses not the bridge. Thank you for listening... or reading as in this case.

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2649	I took the online survey and realized I had more comments about tolling. A question asked if I would support tolling before the new bridge was complete. I generally support tolling (with conditions) but I vehemently oppose this concept. What will happen is tolls will be collected, then get misspent, or redirected, and in the end the toll will have to be higher rather than lower. That's just the way government works. So NO tolling until the new bridge is opened, or you lose my support. Also I only support tolls with the following additional conditions: The new bridge includes light rail 205 remains non-toll to give a free option across the river (short of longview) Light rail is unconditional to me, without it there is no purpose to replace the bridge. And if you add tolls to 205, you have no free option to drive across, too much of a leap right now to an area not used to tolls.
2640	I really doubt, very seriously, that what I have to say will make much of an impact but I must respond. I live in Washougal. I have to believe, if you all are as smart as you claim to be, you must realize that the greatest growth in Clark County has been east of 164th Avenue on a continuous north/south line. Having done very little research about the Oregon side of the Columbia, I'm not sure about the growth patterns there. You are trying to shove a new I5 bridge down the throats of SW Washingtonians because you want it to include light rail. If you were really serious about reducing the congestion, you could first reduce all the AM westerly traffic on 219th Street, 119th Street, Padden Parkway, Fourth Plain, Mill Plain and SR14 by simply serving the needs of east county residents and building a bridge similar to I205 in the neighborhood of SE 192nd Avenue. That would reduce traffic headed for I5 South by better than 30% if I'm not mistaken. You want to take 4 billion of our dollars; and lets be real, from whomever you get it, it's taxpayers dollars - and then you want to put a toll on a bridge that's never had one (I205) plus a toll on the new bridge (both in perpetuity) and you want the public to just sit back and swallow it all. In the long run, you might find it easier to sell your proposition by, very intelligently and logically, explaining to us all why congestion on the I5 bridge cannot be reduced significantly with a new bridge east of I205. As I will most likely be unable to attend the public meetings, I would appreciate a response to my email.
2633	I have concern with bridge tolling without consideration for reduction in the current taxation process. Everyone on the committee appears to work in their own state, so there is no representative for the state-to-state commuters (particularly Washington to Oregon commuters). Those who live in Washington and work in Oregon already pay a very high price (income tax) for the privilege of using the bridge and roads to get to Oregon. I am not in favor of supporting any toll bridge as long as Washingtonians continue to pay an exhorbitant amount through Oregon income tax for bridge and road use. There is no extra burden on Oregonians traveling to Washington, as Washington provides tax exempt cards, so Oregonians do not already pay for the privilege to use the bridge or roads in Washington. I feel it is unfair to ask Washington residents working in Oregon to pay full income tax and a toll just to work in Oregon. Consideration for a plan to review this in the study would be appreciated. Thank you.
2713	Tolls are out of the question We cross multiple times a day - multiple times a week and for the tolls to be fair to Washington - Clark County residents those who come North need to pay too -How are the current upkeep costs ob tained? and we don't need light rail and the bridge lifts would still keep happening -
2679	MY SUGGESTION IS TO PUT DAILY TOLLING ON EVERY BRIDGE THAT CROSSES THE COLUMBIA RIVER BETWEEN OREGON AND WASHINGTON!!!!!!!

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2635	I have seen the new bridge designs. While I think they are a slight improvement over the previous unveil, the amount of pylons to be dredged into the river is still too many. There has not been a study on effects of salmon while they are rebounding. I believe looking into a Fremont Bridge style design, one that minimizes disruption to the existing water flow is a better approach. With respect to tolling, until there is true transit equity in the region (meaning that people working low-skill or blue-collar jobs have an efficient option of commuting by transit in the region exists), I am staunchly opposed to a toll. This would amount to a poor tax. The other issue is that how do you get everyone (including those that are passing through the region) a flex pass for tolls that prevent cars from stop-starts, a big contributor to greenhouse gas emission. If the toll would guarantee frequent transit equity in the region, the bridge would have no more than 4 lanes (one lane for LRT and BRT combined) plus a bike/ped lane, and the design would only place pylons at the edge of the river), then I would be inclined to support the project.
2636	I just spent the last week in Boston. There local people pay about \$0.98 each way electronically by a prepayment plan that mounts the unit behind the rearview mirror. If you exceed the amount of trips prepaid they send you a bill. General public pay about \$4.00 eachway. Yoou need to sell the impact to the people that cross daily using a lessor price and less inconvienece by using express methods.
2631	I DON'T WANT TO PAY ANY TOLLS THERE SHOULD BE NO TOLLS ON ANY INTERSTATE HIGHWAYS AND BRIDGES. QUIT USING THE HIGHWAY TAX MONEY TO PAY FOR UNNECESSARY CRAP AND YOU WILL HAVE PLENTY OF MONEY
2632	I have been reading the available information on the current status of the planning by the Columbia Crossing Mobility Council with regard to the new Columbia river crossing from Vancouver to the Portland Metro area. I wish to make clear to the council that we citizens here in the Vancouver/Clark County area have REPEATEDLY rejected ALL tax increases to enable the Tri-Met light rail to come to the Vancouver area. In reviewing the planning for the new bridge, I see that light rail is a major part of the design of this structure. If this is a "back-door" attempt by mid-level bureaucrats, at the behest of our elected officials, to get additional taxes for this project, we voters will have something to say about that. Tri-Met has yet to prove that the boon-doggle called "Max" Light rail is cost effective or even comes close to relieving any traffic levels and it is my most considered opinion that IF the light rail was brought to Vancouver, It would be lightly used and would be years, if at all, before a "break-even", not to mention any kind of profit or reduction in traffic is realized. The "Max" line does not go where the vast majority of Vancouverites or Clark co. residence go. In addition to this, it is my understanding that tolls are proposed for the I-5 and I-205 bridges. How are these tolls going to help anybody and how will they be collected? If tolls are imposed, it will cause an undue burden on us Washingtonians who already work and PAY TAXES in Oregon and do not reap any benefits of those taxes, and the councils solution is to recommend more taxes?!?! In my opinion, the toll will drive people away from shopping in Portland and may in-fact create a situation where working in Portland will be cost-prohibitive for some people. Are bike riders going to pay a toll? They in no way should get a "free ride" simply because they choose to ride a bike. I have to pay licensing fees and if brought to fruition, if your proposed tolls are enacted, so too should they also pay especially because they do not pay any type of licensing fees what so ever. (which they should) Now you may be asking yourself, "How else is the light rail portion of this project going to be funded if the citizens are opposed to new taxes? That is a good question because in light of our "depressed" and "tough" economic times that has been brought on by gross Federal Governmental spending into the trillions, there is not going to be any quick fixes. So, it is my belief that it will be a long time before we see any type of new river crossing here. To be succinct, NO NEW TAXES in any way, shape or form.

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2645	I support replacing the bridge(s). Oregon should put to use the golden goose they have (Washington residents paying Oregon income tax with no representation for that tax) and use it to pay for this bridge project. It is about time we get (better) value for that money paid every year. I don't think we should support bringing light rail across the bridge. I cannot stress strongly enough how much I oppose tolling this bridge or its replacement. If light rail is added then make the light rail users pay the toll(s) and make Tri-Met pay the additional cost of adding light rail to the bridge.
2656	I work within the shadow of the current I-5 bridge, and have been paying close attention to the progress of the CRC project. I no longer use the I-5 bridge if I can avoid it, though I live in SE Portland and taking the I-205 bridge takes me several miles out of my way. The reason I no longer use the I-5 bridge is the extreme congestion even at non-peak hours, and unpredictable bridge lifts and a sense of lower safety on the aging structure. I feel the need for a new bridge outweighs the issues that Metro have brought up. If we do not do our best to try to replace the existing bridge, we will spend more money trying to use a bridge that is outdated and potentially unsafe. I also feel maximizing transit and pedestrian use on this bridge will help it's success. Tolling both bridges is a good idea, and will distribute the traffic more equally between bridges, and help pay for the bridge, and encourage mass transit use.
2612	Hi - I am a Clark County resident and work in downtown Portland. I take I-5 every day, as does my husband who works in Northwest Portland. I agree with Mayor Adams that both tolling and light rail are very important to the success of replacing the I-5 bridge. I've taken the tolling poll, but want to reiterate that there is support from Clark County residents for tolls and light rail.
2717	We don't want tolls in Vancouver, and we don't want a politician forcing us to pay them. Sam doesn't understand the issue and the needs of the people. If he derails this project that's fine with me. No bridge is better then a bridge with tolls. We showed in the primary that we'll vote anyone out of office in Vancouver if they support the tolls. The ground swell of anger of this project is growing. Here is why... 1. I-5 in Portland narrows down to 2 lanes through downtown. Unless you expand i-5 through the heart of the city, traffic will still suck. 2. It's cheaper to build and ride the bus or drive a car then to invest the money in a train that nobody will ride. The rest of the system is not built and not as easy to use as a car. This is the west, built on the car, independence and freedom. Please understand that. 3. As green cars become available and easy to buy, the need for light rail will drop off and the need for more roads will increase. 4. The real need for a bridge is between Camas and Gresham. It's a third bridge we need not a replacement. 5. With earthquake proofing the current bridge will last for 100 years. These are the issues that need to be studied. Good luck.
2665	In light of the recent changes to our economy I think the commission should reevaluate the whole bridge concept. Rather than pushing through the 12 lane option with tolls, look into smaller cheaper alternatives that can get more federal dollars. Why is a third and forth bridge option not being looked at? A smaller bridge further East of 205 would take truck traffic heading up I-84 off the 205 bridge. A bridge West of the I-5 bridge would service the Port of Portland and the port of Vancouver. It's time to re-evaluate and innovate or you will not get a bridge:-)
2658	I would love to have a max go from Portland to Vancouver and visa versa. I would even pay more for this to happen. I honestly don't know about the tolling. It would depend on how much it would cost. I don't have alot of money to spend everyday for a toll. The traffic on I-5 is bad and while it takes me 10 minutes in the morning to get to Delta Park. It takes me 30 or minutes in the evening. Please send me information about this. Thank you so much. Have an awesome day. There is nothing better the encouragement of a good friend.
2682	No Toll bridge No light Rail Look at Gresham for a picture of what light rail brings, Nothing but trouble and crime

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2684	NO Toll's at all. Ever.
2685	NO TOLLS Thank You
2723	Would the tolls be directional? or would a commuter have to pay for each trip to and from work?
2604	Given that tolls on I-5 may increase congestion on I-205, has there been any consideration about a third bridge connecting Camas, WA and Troutdale, OR? I feel that many people who currently use I-205 actually need to go east on I-84 as well as the consideration that there has been astounding growth of population in E Vancouver, Camas and surrounding areas and many of these people need to commute into OR for jobs. Thank you for your consideration.
2608	Hello' I think, judging by the amount of traffic congestion from Vancouver to Portland in the morning and Portland to Vancouver in the evening, Tolls should be similar to the HOV lanes in Portland. They should be in effect during peak hours and in peak directions. The more people use something and rely on it, the more they should have to pay to afford it. The only question I have is, " How do you collect tolls and decrease congestion at the same time ? " It doesn't seem to make sense. Putting Tolls booth's on the Highways will interrupt traffic flow and cause MORE congestion, everywhere !!!!!!! . That really seems counter productive. Thanks for your time,
2585	As a resident of the state of Washington , I am completely opposed to a toll for Washington residents that work in Oregon . We are currently triple taxed for our time and it is not right to be taxed a fourth time. I pay taxes for goods & services in Washington , I pay income tax for working in Oregon & I pay my federal taxes – and now I am being told that the state wants to charge me to leave and return to the state. I believe I already pay a large tax to both states that should more than cover my commuter expenses & to add another is unjust on the part of any of the associated parties. I live in Vancouver but work in Portland and I do not want to be taxed to drive to work or to get home. Thank you for your time,
2647	I think tolling interstate freeways is a terrible idea. I will almost never go to Portland anymore if you do. And I think it an unfair burden on drivers going from state to state. Don't put tolls on interstate bridges.
2648	I think tolling(especially electronic) would be an excellent way to track all the Oregon License cheaters who live in Washington. I think in order to register for electronic tolling you should have to prove your residency. Half the cars I see on the freeway (I-5 south) in the morning have Oregon plates and most of them live in Washington. The extra revenue collected from making them legal would go a long way to ease our transportation budget woes in this state.
2641	I remember as a youngster watching my dad pay toll each time we crossed the Interstate bridge, once the bridge was paid off the toll disappeared. In today's climate I'm not sure a toll would ever go away. What we have been seeing is the states using every conceivable revenue source to fill revenue shortfalls. I can see them keeping the toll forever as a great revenue source. Why don't you sell bonds for this bridge, get it built take enough toll to pay the bonds back and then let the toll vanish? We have already studied this thing enough, if we wait to collect the revenue the cost will undoubtabally double. Another question, is light rail factored into the cost of this bridge? You understand that the people have voted against this transit method, what is un-American about this is the vote of the people continues to be trampled under special interest. The American people are fed up with an out of control government, instead of continuing to tax and place us into ever growing bondage tighten your belts and do what the majority of us do if we cannot afford it, don't buy it. Start thinking about your impacts on all of us especially those who must cross this bridge and then pay another fee from money they may not have. If we really need another bridge sell bonds, get it built and then drop the toll.

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2583	As a homeowner of the state of Washington, also a widowed mother of one, I am completely opposed to a toll for Washington residents that work in Oregon. We are currently triple taxed for our time and it is not right to be taxed a fourth time. I pay taxes for goods & services in Washington, I pay income tax for working in Oregon & I pay my federal taxes – and now I am being told that the state wants to charge me to leave and return to the state. I believe I already pay a large tax to both states that should more than cover my commuter expenses & to add another is unjust on the part of any of the associated parties. I live in Vancouver but work in Portland and I do not want to be taxed to drive to work or to get home. Thank you for your time,
2584	As a homeowner of the state of Washington, also a widowed mother of one, I am completely opposed to a toll for Washington residents that work in Oregon. We are currently triple taxed for our time and it is not right to be taxed a fourth time. I pay taxes for goods & services in Washington, I pay income tax for working in Oregon & I pay my federal taxes – and now I am being told that the state wants to charge me to leave and return to the state. I believe I already pay a large tax to both states that should more than cover my commuter expenses & to add another is unjust on the part of any of the associated parties. I live in Vancouver but work in Portland and I do not want to be taxed to drive to work or to get home. Thank you for your time,
2683	No toll or reduced toll rate for Washington residents that work and pay taxes in Oregon.
2695	start charging \$1.00 on both bridges from now on and leave it at that. both directions. 24/7. how many cars cross the bridges daily? DO THE MATH. Hello??
2687	On Friday, 9/11/09, 4:20 p.m., a caller named Sharon from Vancouver, WA called the Columbia River Crossing main phone line to voice a comment on the CRC project. The caller said she heard Mayor Sam Adams on TV saying that people cant afford a 12-lane bridge. She agrees that it is too expensive and people can't afford it in this economy. She heard of a report that there is an increase in hunger in Portland, OR. If people can't afford food the certainly can't afford tolls.
2605	Good news for bicycle/bus riders; bad news for the 95% that drive and pay all the taxes/tolls. As all the large employersleave Oregon (me included) it will the largest green park with sparkling rivers...and no jobs (except the govt. class, of course).As a native Oregonian; I can't afford the "free" greenery.
2617	How will vehicles from Canada, Seattle, California and other cities use the tolls? These people aren't going to buy a pass... There will have to be SOME toll booths, how will this reduce congestion at all?

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2721	<p>Why is tolling be determined this early in the process. The cost of the bridge has not been determined. The amount of financing has not been allocated. Therefore the difference, if there is a shortfall, is undetermined now. Obviously I want to avoid tolls if possible. If I have to drive to work during rush hour why should I be charged more? I have no alternative. If I drive I-205 why should I pay for the I-5 bridge? Many users of the I-205 bridge never drive on I-5. Why are they penalized? I don't buy the theory that you should toll I-205 to "catch" those who chose to avoid the I-5 bridge. No one is doing anything wrong by abvaiding the bridge. So why penalize everyone that lives in Clark county and works in Gresham? The toll is a very regressive tax. Many users during rush hour are trying to get to work. A \$10 a day toll is a real bite in the paycheck for many. We already pay Oregon Non-Resident Income tax. Why are transit riders, bicycle riders given a free pass? We all use the bridge, why not toll everyone? Keep the tolls off unless they are absolutely needed. At this point you can't honestly say they are needed to fund the bridge. If they are, then so be it. If they are, don't start the toll till the bridge opens. It just seems wrong to start sooner. Only toll the I-5 bridge. Ignore the I-205 bridge traffic. Keep the toll the same for all hours. You are not going to get a big drop in rush hour traffic by charging a higher toll. Quit attempting to be punitive with tolls!! Keep in mind of all the lower wage workers simply trying to get to work. And finally the accounting data showing 25% of tolls collected are spent on collecting more tolls is very very inefficient. Every fourth car crossing the bridge is just paying for the tolling process? This is unacceptable. This is like a charity spending too much money on it's own overhead.</p>
2711	<p>Tolling requires enforcement agents to make it work which is not so fun and costly... Casino and lotteries dedicated to the bridge could net the project the money needed in a short period of time and provide another tourist destination in our area. The casino could continue to net profits after the project is finished and if successful the casino and bridge lottery could feasibly over time gain sufficient revenue to pay for the shortfalls of the local transit systems maybe even creating free lightrail as a carbon offset program for the cars going over the bridges as people over utilize things that are free-- this would be a good thing. Again, the idea here is making things better by doing what people will do voluntarily without any griping about paying. Gambling and free stuff make people happy which correlates to money generated and people reducing car usage which is the end goal for helping the environment. Think smarter not harder... Thanks for your valuable time,Dave GO Casino and Bridge Lottery!!!!</p>
2673	<p>Like the Golden Gate Bridge, I like the idea of one way tolling - either northbound or southbound. This is presuming, or coursem that both thr I-5 & Glenn Jackson bridge collect tolls. I think the tolling should be halted when the costs are collected.</p>
2667	<p>It's my understanding that the proposed tolls, which could be paid by Washington residents for as much as 80% of total, would be used to pay Oregon construction companies to fix the Oregon freeway access problems. In other words, are Washington residents going to pay Oregon to fix their freeway problems?</p>
2646	<p>I think thats a goog idea but do not think there shoud be a toll bridge it will be a worse because cars will be slowing down to pay. so i will uppose it for have a tool bridge.</p>
2714	<p>Tolls should have an end, and be discontinued after the bridge construction has been paid for.</p>

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2727	<p>Your latest public survey on tolling the CRC is incomplete. Missing are open and objective questions to the public about charging a surcharge on or increasing transit fares, and requiring bicyclists to pay tolls, both to help pay for the CRC. Without those types of questions, the survey is tainted, one-sided and possibly appears to be designed to obtain a preconceived outcome. Equity, transparency and tax fairness require that both charging transit passengers and bicyclists to use the crossing be on the table, and questions be asked of the public for their opinion on the subject. In your zeal to implement social engineering and control the flow and movement of people in the region, you have lost the integrity of the public process on the tolling issue.</p>
2707	<p>To Whom it May Concern: I believe you should not use tolling at all. 30% of our business comes from Portland. If you implement tolls, we fully expect to loose that business. We have always had a problem encouraging people to come across the river to purchase from us. From the perceived distance to the false impression of having to pay sales tax on the items they buy and take back to Oregon, it is challenging. Adding tolls would eliminate any hope of having those folks use our products and services. This project should be scaled back - WAY BACK - to limit the impact to businesses and commuters. Further, the Federal government needs to step up with more than a couple of hundred million for this project. Our delegation needs to fight for this project - a revised and realistic project - and for the Federal government to pay for an integral part of its west coast infrastructure. With all the billions Congress is finding to bail out corporations and to help people buy cars, certainly it can come up with the money to replace the I-5 bridge. They could just sell their shares in GM and have more than enough! Lastly, I am disappointed how you ask for people's input. You give them the impression that tolls are a forgone conclusion when in fact they are not. They will hardly service a minimal debt let alone the billions of dollars for this grand vision. You need to revise your survey so that doesn't imply that tolls are going to happen and be more of a middle ground. I am sure there are many folks who chose not to complete your survey due to its obvious bias. Thank you,</p>
2643	<p>I strongly feel we should start tolling...on both bridges...in 2012. Hopefully by then everyone's finances will start looking better. The earlier money is collected, the more interest it should accrue, and ideally, the lower the tolls would need to be. Tolling both bridges will reduce crazy traffic patterns since people won't go out of their way to avoid even a small toll. Also, it'll spread financial responsibility for a new bridge over a broader population...as it should. Even those drivers who never use the I-5 bridge now, will surely use the new one when they realize its advantages.</p>
2581	<p>To Whom It may concern, Are you seriously thinking of a \$1-\$10 something fee for a toll across the new Columbia crossing, Come on, People are losing their jobs, homes, food and even taking there life's cause they can't deal with the rough economy, it's tearing people apart and now your thinking of charging people a fee to drive a cross a bridge. With all the commuters that live in Washington and who drive to the Portland Metro area, think how much MORE your taking from people, Gas, Insurance, time away from their families, not to mention that if everybody in Southwest Washington decided not to do the toll booth, now your putting more people in jeopardy, Business's, Job's more people killing themselves, losing their homes, no food on the table for the loved ones, this is a really bad idea. The Federal Government and The Obama administration seem to be throwing money out the back door, President Obama wants to cut spending yet he and his wife are spending money like they are the latest winners in the \$350 million dollar lottery sending crews to Washington to case a steakhouse so they can go and spend a night out at the cost of about \$20,000, I don't know about you, But I sure could use \$20,000 right now to help with my bills after losing my job 9 months ago, I'm struggling to make ends meet and keep food on the table for my kids.. THANK GOD for McDonalds Dollar menu.. Please re evaluate your thinking and priorities and put the government to work for us, and let them pay the bill Sincerely,</p>

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2701	THE WAY I UNDERSTAND THE LATEST POSTING ON CITY (VANCOUVER) SITE. WE HAVE NOT CHOICE ABOUT A TOLL. SOUNDS LIKE IT IS A GIVEN? IS THAT CORRECT. THE COMMENTS ARE JUST REQUESTING THE MANNER IN WHICH TO COLLECT THE TOLLS?
2724	Yes, I have taken a survey about toll bridge options, was nice to give you my comments. Yes, you can email me for future involvement. Here is my comments.....BUILD IT. MAKE IT HAPPEN.
2615	How long do you expect the tolls to be collected for the bridge?
2600	Drop the light rail option. Light rail is a scam and complete waste of limited resources. Bus service provides far more flexibility and carrying capacity at far less cost. Save the money by dropping light rail and thus eliminate any need to consider tolls.
2638	I live in Oregon and work in Washington and the additional daily tolls to cross either the I-5 or 205 bridge would force me to move unless my employer participates in the tolls. I am uncertain at this time if this would happen and my husband has a marine repair business on the water in St. Helens so the move would not be a smart financial move for us. Will all the dollars that you are wanting to charge for the toll go directly to the bridge fund and only the bridge fund or would you be using part of these dollars for other projects in the state? Once the bridge bond is paid for, will the tolls go away or continue on like the so frequently do in other states?
2616	How many times have the people of Vancouver voted down light rail. / How many people are going to Clark College ? I hope more then rides those new buses we just got instead of buying new buses for the school system. How are you going to pay for the new bridge ? Did we really spend 65 million of our dollars studying what we studied years ago? Do you really think people will take light rail to down town Vancouver and by the way wiping out two streets of downtown ? My tolls would be added on to my product being delivered and therefore give me higher costs and possibly not competitive so no new jobs, in fact less jobs equal less taxes????? If you are keeping up with new building requirements in Oregon you would know that within three to five years most businesses will want to move out of Oregon because of costs associated with building. Concerned major tax payer that is ready to move his business if this county doesn't get there act together and quit wasting our money.
2705	To whom ever will listen to my opinion on this matter, I don't think the people that live in Washington and work in Oregon should be punished more for working in Oregon. You have a 3 lane freeway that goes over a 3 lane bridge. How would making the bridge wider but still keeping a 3 lane freeway help during rush hour traffic? Are you planning on widening the entire I5? I already pay Oregon State Income Tax when I don't have any voting rights or say in how that money is spent. (Taxation without representation) If Oregon wants to play that game, I think Washington State should charge Oregon residents Washington State Sales Tax and that additional money can go to help fund the bridge. If not, Oregon can stop taking Oregon State Income Tax from me or at least reduce it by the amount I need to pay to go to work. If the state and federal funding is not enough, wait a couple more years until there is enough money. If I want something big, I need to save up for it. I can't just make other people pay what I can't afford to. Everyone I have talked to all say this project is only going to cause problems and is not going to be worth it. Especially when we have to pay for it. My Wife and I both work in Oregon. She drives to work over the 205 bridge and my Brother and I carpool over the I5 bridge. In this economy we can BARELY stay afloat and make our mortgage payment. How can we afford to pay more when all our other bills are going up as well? Even if this was free to us, I still think it is going to be a HUGE mess, but it sounds like that mess is already a done deal. Now we need to decide who and how it is going to be paid for. The ONLY way I would support a toll is if the State of Oregon decreased my Oregon State Income Tax (That I should NOT need to pay) the amount I would pay to get to and from work. I will gladly pay a toll for un-work related travel. I really don't think that in this economy, we should be charging people a toll to get to and from work. Why can't we get

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	some of the billions of dollars the government is throwing around so easily? Thank you for taking the time to listen even though I feel my opinion does not matter in the new bridge project.
2618	I am a single mother working in Portland. I moved to Vancouver 14 years ago to help cut costs so I could better support my family. I work at Daimler (the old Freightliner) and have recently had my pay cut, my 401K match taken away and been forced to give up any bonus reducing my yearly income substantially. I have worked in IT for the last 25 years. Those jobs are being outsourced, so it is difficult to find new employment, especially here in Vancouver. Large tolls would be devastating to us!
2698	Build the bridge WITHOUT TOLLING!!!!!! Devote the federal & state's entire transportation budget to the new bridge before spending money on mass transit, bike paths or anything else until the new bridge is funded!!! I will not support any elected official who supports tolling!!!!!!
2718	We oppose to tolling I-5 and I-205 bridge. We both commute daily to work between Vancouver & Portland that daily toll would put a significant strain on our family's budget.
2666	It would be very helpful if you could provide a pie chart with estimates of roughly the amount of Federal, State, and Toll moneys that would fund the project, and a pie chart showing what the components of the project would cost. Please do not put light rail into Vancouver, and with that cost eliminated, perhaps tolls won't be necessary.
2611	Hello, looking over the 6 possible scenarios that have been chosen for tolling of this project, why is all the attention of placing the toll collection at the bridge? As the project design that is posted shows starting at Victory Blvd in Portland and extending to SR 500 in Vancouver why are the costs being covered by those ONLY crossing the new Span.? The cost should be dispersed along the entire improved corridor by all that are using it. To penalize the commuters that utilize the span only seems very selective as to controlling traffic flow. Installing more on ramp lights with tolling collection at these locations will spread the costs over a larger area with better traffic control. As for installing a toll on I 205 this should not be considered as this is not being improved and the marginal amount of traffic changing their destination route will not be a cost effective approach for those drivers, Also if this is a consideration than there should be a strong consideration for a toll across the Longview span as many commercial vehicles and autos will BYPASS this Toll span and travel hwy 30 in Portland witch is not the goal of our elected officials. With the vast options available to assist with the cost why limit to a total of 6 and not look at the entire picture, Portland modified hwy 26 to Beaverton by widening it and added light rail even with these extensive improvements congestion is still on ongoing issue as an example. Thanks for your time in reading this and I hope that a decision has not been made and all input is considered for a fair and equal revenue collection.
2579	Thanks. A couple of additional comments. 1st - regarding the transponders - A significant portion of the economic life blood of the Pacific Northwest comes from tourists, vacationers and other visitors to the area - who most probably will NOT have the "transponders" to pay brige tolls. As they begin to receive post visit "surprises" (invoices) in the mail for un-paid tolls, they will begn to re-think their future travel and vacation choices, and thast source of revenue will decline - and NOT justr for bridge tolls. As a resident of Washington (Vancouver), one of the states where you indicate the transponders are already in use, I've never seen one, nor have I seen anything in the state, from state or local government, nor from the vehicle lcensing authorities regarding them. Please share some examples of their current use in Washington if available. 2nd - regarding use of tolls to raise additional revenue State and local taxes are already collected on the fuel purchased for use in my vehicles - tax money which is already supposed to be used for things like BRIDGES, road construction and repairs to those pieces of critical trasnportation infrstructure. Having to pay TWICE for the same infrastructure (once via fuel taxation which is already proportional to my

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	<p>use of the roads, highways and bridges, etc) is not rational or justified. 3rd - Tolls to "manage congestion" < br> As mentioned above, I and other motorists already pay - proportional to our use - for roads, highways and bridges. To now propose to financially penalize us via tolls to keep me from use that which I've already paid for (and continue to pay for) is not rational or justified. I look forward to hearing from you regarding the issues mentioned - and esp with regard to current use of "toll payment transponders" in Washington state. Tanks Lynn Howell Vancouver, WA</p>
2621	<p>I AM TOTALLY AGAINST PAYING BRIDGE TOLL FEES BECAUSE WE ARE ALREADY TAXED FOR ROADS AND A BRIDGE IS STILL A ROAD. IMAGINE THE EXTRA HARDSHIP FINANCIALLY FOR ANYONE DRIVING BACK AND FORTH TO PORTLAND EARNING LOWER INCOME AND SUPPORTING A FAMILY, IN ADDITION TO ALREADY PAYING OREGON INCOME TAX, IN THIS MODERN WORLD NO MATTER HOW LITTLE A PERSON HAS, SOMEONE IS TRYING TO GET MORE BY FORCED MEANS, OR COSTS. IT'S JUST WRONG</p>
2651	<p>I want tolling on both of I-5 and I-205 recommendations and secondly Holidays & Sunday will be lowest tolling fee \$0.25 to 0.50 or \$0.75 for start-up avoiding from anger management. I support for Light Rail construction requires into 2010 recommendation starts in Downtown Vancouver let me know and let all media know. Keep Light Rail trains on two-way on McLoughlin in Vancouver, WA. I urge Light Rail gets construction at first of early 2010 then I-5 Bridge Construction at second of late 2010. I know that some people do not want electronically tolling, so they want paying at tolling booth and installing customer service center both I-5 and I-205. I urge both I-205 and I-5 tolling starts servicing in 2010 at recommendations.</p>
2719	<p>We received your survey post card in the mail and as we were starting to fill it out it dawned on us that the answers could be easily used to figure out the best toll times for the bridges. We stopped taking the survey and I am writing just to say we are against any bridge tolls.</p>
2622	<p>I am totally and utterly completely against ANY form of tolling!! I cross the 205 bridge everyday at least twice and sometimes four times. My house is already heading towards foreclosure and if I had to add one more expense to my already constrictive budget I would not be able to make it. Should I stop paying my water bill? Maybe my student loans? Maybe I should put my groceries on my credit card? The government is supposed to HELP the citizens; not drive us into abject poverty. FIND A CHEAPER OPTION TO FIX THE BRIDGE, if indeed it really needs it.</p>
2580	<p>The website shows a wide bridge without any structure above the road, even toll booths. Why couldn't the design include toll booths across the width of the span topped by small (5-10' diameter) horizontal, tubular, multiple fanned windmills laying side-by-side to generate power, covered by solar sails/panels to generate additional power. It would not only generate toll income but generate power year round and be a first of its kind green/Interstate Project and also duplicating the same toll booth, windmill, solar panel design on the I-205 Glenn Jackson bridge. Another idea would be to build the bridge as a horizontal rendering similar to the proposed SMART Tower (http://www.portlandspaces.net/blog/the-burnside-blog/2008/9/14/smart-tower). That would have power generating turbines and solar panels along the entire length on the bridge. Thank you, in advance, for your forward thinking.</p>

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2704	This project is a huge waste of public funds. Widening the bridge is only going to add to congestion, since the number of lanes on either side is not going to change. Not to mention additional costs of tolls and taxes for commuters that are already struggling in this poor economy. This appears to be nothing more than a backdoor way to get light rail into Clark County, which by the way, has been voted against by the people of Clark County on more than one occasion. Also, if one of the purposes is to add special provisions for bicycles, pedestrians and public transportation, why should they not have to pay a toll to help cover the costs? I will be continuing to contact our district representatives to insist they vote against this project.
2672	Late last week I received a call from Thomas Matica (ftm@excite.com). He had just read the article about the amount of money spent on the project to date. He said that he was resistant to the idea of tolling as a funding option, but understood why the Governor of Washington says we need them if we want a new bridge. He hoped that the Governor would reconsider the need for the project, and would choose to spend the money on healthcare instead.
2657	i would like to recomend that instead of creating a toll, just use the income tax money that oregon takes from people who work in oregon but live in washington. at least then we will get something for our money. thanks
2748	I thought you were interested in my opinion. You can take the "Toll" questions and stick them up your ____ Its obviously a ploy to get some data built up to foster your case for Tolls, you trolls! You failed to mention whether I would agree to a toll in the first place I'll use my boat to cross the river instead of playing into your crappy manipulative game What a friggin wast of time You have just bought yourselves a very vocal opponent of your plan to charge me to use the Interstate Road system that I have already paid taxes to pay for once I really doubt you have legal grounds to do this. You would be "infringing" on interstate commerce
2709	Tolling is a must. Let's not ssddle future generations with this cost. Begin tolling in 2010. Collect toll on both I-5 and I-205 in one direction. Either North or South. Utilize "Express Pass" technology. No HOV lane. Reduced fee, but not free.
2710	Tolling is essential to the construction of a replacement bridge. The proposal to toll at the highest rate both north and south traffic during both commute times is not only unfair but inappropriate. For example, to place the highest toll for the 24 hour period on the South bound flow during the evening commute time (when the congestion is substantially on the North bound flow only) does little to ease congestion, virtually all of which exists on the flow North bound.
2680	My wife and I do not support the tolling option at all. We both work in Oregon and already pay nearly \$10,000 a year to the State of Oregon and have for more then a decade. They need to move that from the general fund to the bridge project. We cannot and will not support the additional thousands of dollars this will add each year in a "bridge tax" Commuters who already pay in taxes should not be taxed more
2712	Tolling should pay 100% for this Vancouver commuter bridge. No other tax sources should be tapped, especially from the Oregon side. We do not want this monstrosity anyway. The interchange improvements and road widening on the approaches should be a phase II paid for by their respective states' taxes or tolling. It is obvious to me that this will cause more sprawl in Clark County, even worse traffic jams at the Rose Quarter (funneling the CRC's 12 lanes into 2 lanes each direction people!) and much, much more traffic through North Portland neighborhoods.

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2628	I do not understand why those that do not cause the congestion should pay the price for those that will not move closer to where they work. Those that choose to work beyond north portland and live in vancouver, longview, ect. should pay for the excessive fuel costs, DEQ, busses, rising highway taxes/improvements & the bridge toll if that is what's going to happen. As I may show-up as crossing the bridge offen I ONLY do it @ off rush hour and because I have a boat moored, I would move my boat to Washington but the nearest place is seattle. Again my travels are done @ slack congestion. The majority of people do not ride together or use any mass transit. If they don't mind sitting in their cars wasting hrs of life, polluting the air while they sit & paying out of state taxes then it can't hurt them to pay for a bridge twice what we probly really need. Glen Jackson didn't need to be tolled and neither should a new I-5. I quit my job due to the nasty commute and Oregon taxes, have people not learned anything from california congestion!!!! I am for a new bridge but not @ further expence to me.
2661	If tolling is required, make it one direction only. NJ is gradually converting to one direction tolling to improve traffic flows, so it seems we can learn from their experience. Dispense with or lower the tolls, when the portion of the project for which the tolls are implemented is paid for. I think that would make the suggestion of tolls a little easier to cope with. Keep the tolls low to make it easier for lower income folks to keep jobs across the river no matter which side they travel to for their job. If tolls are high, some folks may give up jobs because of the added cost creating more unemployment and welfare. This e-mail and related attachments and any response may be subject to public disclosure under state law.
2625	I believe that those that use a bridge ought to pay for it. That said, I would be against tolling I-205. I am not concerned about capacity increase as, with the economy and cost of fuel, the usage levels have dropped significantly and although they will grow, will not grow at rates previously projected. My preference is that if tolling is required, toll the I5 bridge only. Thank You
2639	I oppose tolls for the following reasons: -Tolls don't care if I am low income or high income, unfair to those that make very little -Tolls cost a lot to collect and are not efficient. -Tolls slow traffic -Tolls generally don't distinguish between vehicles, those with better gas mileage, weight, wear and tear on the road. -People avoid areas with tolls in general...bad for local economies -There is incentive to start tolls early and keep them around longer...they don't go away. I am frustrated by the size of this project and overall cost. \$4 billion dollars? I appreciate this opportunity to provide feedback, but there is a sense that my comments, while heard, will be filed away with others while the intent of the planning group moves forward as they intend t
2606	Half of the customers at both of my downtown Vancouver businesses come from Portland. Any sort of tolling will dramatically effect our income and drive away our customers. Also, any sort of increase to traffic due to construction will also effect our customers that travel from Portland.
2609	Hello - Why aren't there High Occupancy Vehicle lanes which extend from SR 500 to downtown Portland? I am absolutely positive that it would greatly relieve traffic congestion, because it would force us lazy commuters to find a driving buddy or two. It seems like such an obvious, and cheap, alternative to the bridge....so, why can't I find any discussion about it? Or, at the very least, if we are going to be forced to pay a toll, vehicles with multiple riders should be free. Thanks for listening, and I look forward to receiving your response. Regards,
2620	I am totally against any form of tolling!!! Stop spending money on mass transit & bike paths!!!! No Tolling!!!! DO YOU HEAR ME?

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2659	I've been reviewing the information on the website regarding tolling options to finance the I-5 Columbia bridge. The approach and options leave me very concerned. Many people, including myself, drive to and from work across the I-5 and I-205 bridges. And I certainly understand some of the complexities but looking at this from a very personal perspective, even at the minimum toll suggested of \$2, that's about a \$530/year tax for crossing the I-205 bridge to pay for the I-5 bridge I never use to go to work. This is a high price to a relatively small number. On top of that, I've already paid for the I-205 bridge with existing taxes. This does not seem a fair way to approach this problem. I also have to believe that any attempt to place a toll on a currently toll free road is likely to get tied up in litigation and that would be a poor use of public funds. No easy answers here but I certainly hope taxing I-205 bridge drivers is determined to be the unfair approach that it is. I also have concerns about the fundamental tolling approach. It leaves many unanswered questions. How will out of area drivers who use the bridge and have no idea of the tolling procedure be dealt with. Will people from other states be getting bills for \$5-10 several weeks after they crossed the bridge? What happens if they choose to ignore the bill? Will the enforcement be any different for local drivers? The system seems either unmanageable by trying to enforce equally or unfair if you enforce the locals you have easy access to. There's also no mention of when tolling ends. Tolling has a tendency to become a revenue source that never ends. Tolling to help pay for construction is one thing. Tolling for all time is a tax and will meet significant resistance. It needs to be made clear early on what the plan and intent is if you expect to get any realistic support.
2660	If they have toll booths,I am sure I would consider spending my shopping in WA.
2670	Just wanted to voice how important it will be to toll BOTH bridges, otherwise I205 will become over crowded.And 1 larger fee for southbound only sounds good.That cuts the effort/time/resources of electronic scanning and billing in half. Thanks for hearing us.:)
2696	The Bridge: I don't believe we need to replace the bridge, but build a new, third bridge over the Columbia River connecting Camas and Gresham. I haven't seen a study that evaluates that option. If you have one, please send it my way. Tolling: I don't like the idea of tolling either bridge. I will vote against anyone in favor of tolling either bridge. Also, 25% of toll collection goes back in to paying for toll collection. That just sounds like a bad idea. Also, not just the folks who use the bridge will benefit from a better river crossing. All the citizens of the pdx metro area will find some benefits. It's an issue for everyone in the area. Therefore all of us should pay for any improvements. I would support a mult & clark county sales tax to fund the construction. Question: how was the I205 bridge paid for? If you know, please let me know. Thank you
2697	The idea of tolling infuriates me. I will fight against this like I have never fought against anything ever. I will vote against any politician who votes for tolling. Stop spending money on mass transit & bike paths etc. Washington & Oregon have some of the highest gas taxes in the nation. The Feds should pay for most of the bridge since it is part of the interstate hwy system. Create bridge building jobs instead of bailing out banks!!

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2699	<p>The more I think about the Columbia Crossing the more convinced I am that whatever the region does has to be done so as not to encourage commuting between Portland and Vancouver by automobile. Commuting between the two metropolitan areas is what has caused the congestion in the first place, it is making a big contribution to greenhouse gas emissions, and it leads to wasteful land use patterns.. Therefore, I do not favor a significant increase in capacity, and I favor a stiff toll (toward the high end of what you have in your scenarios) for use of the bridge. For me the current congestion is a good signal to local residents that they should not decide to live on one side of the river and work on the other, but instead should choose to live and work on the same side. The main reason I favor doing anything is to provide some relief for Portland-area businesses which are negatively-impacted by the current congestion. However, I wonder whether it is possible to relieve the congestion for businesses without causing more problems than we solve, since any increase in capacity is likely to encourage further commuting across the river, and lead to gridlock once again in the near future.</p>
2720	<p>While I recognize tolling is necessary, WA residents who pay OR income taxes should get a 100% credit on toll charges. We pay hundreds of millions of dollars each year to OR and receive no services, while thousands of OR residents work in WA each day and pay no taxes at all (not even sales taxes). OR has always claimed the out of state resident income taxes are necessary to support the infrastructure (such as roads) used to provide the jobs in OR. Well, the new bridge is a piece of the infrastructure, and therefore should be fully credited each year on the tax return to OR. This can easily be linked to WA residents paying OR income taxes, so there should be no excuses from OR that this is not technically feasible. OR will or course fight this, but I hope for once our representatives will stand up for our rights for a change, especially since OR pushed for light rail, forcing us to crawl at a snail's pace through downtown Vancouver and then through inner North Portland to commute downtown, instead of the express buses we enjoy now.Thank you</p>
2715	<p>TRANSIT SURVEY COMMENTS Your survey repeatedly threw me out.Password: WA33600fkSorry, we have encountered a problem:Failed to open the SQL 2005 database (crc09095). Please back up and try again. [Microsoft][ODBC Driver Manager] Driver's SQLAllocHandle on SQL_HANDLE_ENV failedPlease click the "Back" button on your browser and re-enter your information. Your survey is unable to move forward.. I AM OPPOSED TO TOLLS ON THE EXISTING BRIDGES.POPULATION GROWTH HAS BEEN ANTICIPATED FOR DECADES.USE THE HIGHWAY TAX MONEY WHICH HAS BEEN ACCUMULATED, INVESTED AND MANAGED, FOR THE ANTICIPATED UPGRADE OF OUR BRIDGES AND HIGHWAYS. IF MONEY HAS BEEN SQUANDERED, TAX THE PEOPLE WHO RECEIVED UNDUE BENEFIT.IF ELECTED OFFICIALS HAVE FAILED IN THEIR DUTIES OVER A PERIOD OF DECADES, TO CAPTURE AND INVEST THE FUNDS FOR THE ANTICIPATED UPGRADES, REPORT THEIR NAMES AND VOTES AND FAILURES IN THE MEDIA. WE MUST HOLD PEOPLE ACCOUNTABLE FOR LONG-TERM FORESIGHT, NOT JUST SHORT-TERM COMFORT. PRIORITIZE HIGHWAY PROJECTS AND CAPTURE THE NECESSARY TAXES THROUGH GASOLINE TAXES. DO NOT WASTE MY TIME WITH STOPPING TO PAY TOLLS.WASTED TIME IN TRANSIT WASTES MY LIFE, AND AFFECTS: ATTITUDE AND EFFICIENCY AT WORK ATTITUDE UPON ARRIVING HOME REDUCES TIME AVAILABLE TO PARTICIPATE AT HOME IN FAMILY, RELATIONSHIPS AND HOME MAINTENANCE. REDUCES TIME LEFT TO OFFER FOR CHARITABLE PURPOSES. REDUCES TIME LEFT TO PURSUE HAPPINESS (EDUCATION, RECREATION, SELF-IMPROVEMENT, FREE-ENTERPRISE, ETC) PEOPLE LIVING IN WASHINGTON AND WORKING IN OREGON ARE ALREADY PAYING OREGON INCOME TAXES FOR WHICH THEY RECEIVE LITTLE BENEFIT.TAKE 100% OF THOSE INCOME TAXES AND APPLY THEM TO THE TRANSIT SITUATION TO PAY OREGON'S SHARE.IF WASHINGTON STATE PROVIDES 50% OF THE TOTAL COST FROM GASOLINE TAXES, THEN THE WASHINGTON RESIDENT-OREGON EMPLOYED WORKERS HAVE PAID THEIR SHARE!</p>

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2722	With your various tolling scenarios, will all include a no toll way for island residents to leave or return to their homes from either side of the river? Thanks in advance for your feedback.
2726	You should have a place to vote & suggest.I was raised in Nebraska & spent my adult live in Kansas until I moved here in 2001.I married a Russian & she could not stand the SUN in Kansas then she dumped me after moving here.It is like it has been here the last week most of the time.Only the humidity is a lot higher, 80 to 90%.A lot of bridges & over passes have tolls back there.What is strange they do not have toll for tunnels. They do for the big ones further east.The turnpikes in Oklahoma have toll & it is strange that they stop traffic & collect at every interchange.It sure does away with the time saved on the turnpikes.On the Will Rogers turnpike there is a café over the Pike near Grand lake.It has vanes like aircraft wings that are controlled by sensors so when the sun shines in they pivot to block the sun.The turnpike has toll from Topeka to Kansas city & I-70 is on it.The turnpike tax free bonds are a good investment for Kansans.A lot of people get pissed when they have to pay for an interstate & they write letters to http://cjonline.com I-70 was designed to turn & go northeast to the highway west of Kansas city.The Gov. ran short of money & Vietnam stopped this.Out here it seems that when brains were passed out, they thought GOD-ALLAH said RAIN & they all went inside.If I did not suffer Panic Disorder I would move out of this state posthaste.
2663	I'm fundamentally AGAINST any tolling that would involve the I-205 bridge since it has been long ago paid for. Likewise, I'm fundamentally AGAINST tolling for southbound traffic only since it would unfairly penalize those living in Washington and working in Oregon. This is especially inappropriate since we already have the "opportunity" to PAY OREGON INCOME TAXES with NO VOICE on how those taxes are spent. The term "taxation without representation" comes to mind Lastly, tolling on the replacement I-5 bridge without some sort of toll booths makes me wonder how tolls will be collected from those passing through the area (e.g. tourists, etc passing through and spending money in the area) will pay the tolls - esp since they won't have the necessary electronic sensors or ????. Need to think the whole thing through a bit better
2686	Not toll sensitive as live on Oregon side. Seriously want protected bike/ped path under or aside bridge to access Hayden Island shopping. Should have local access lane from Oregon side to Island. 650 households are now in Bridgeton with 390 more apts+condos underway. Closest food store is Safeway. Access to shopping should not be impeded.
2693	Several points: 1. It seems to me that it would be useful in several ways to set up tolling right away (as soon as possible), rather than wait for the bridge to be finished. This would offer several useful data points: a. Does toll rate, varied by time of day, reduce peak congestion? b. Does tolling on I-5 push traffic to I-205? c. Does tolling reduce traffic generally? d. Do the electronic mechanisms work reliably? Can we build the infrastructure to collect tolls, varied by time of day, day of week, etc., and reliably bill and get those bills paid? 2. The "Scenario 3" tolling rates, between \$2 and \$4 in BOTH directions seems fair, and not so intimidating as to cause too much route-switching to avoid it. 3. Route switching to I-205 from I-5 needs to be observed, and it's possible that the best solution would be to toll both bridges at the same rates. That would also produce more revenue per time period, allowing lower toll rates. Thanks for this chance for input.

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2613	<p>Hi - I live in Clark County and work five days a week in downtown Portland; I take I-5 every day. I am unable to attend the listening posts, but wanted to voice my opinions about tolling. First, I am in favor of tolling to help fund the bridge. Those of us who use the bridge should contribute more towards paying for it. Based on the 6 scenarios, I'd like to see both north and south bound lanes be tolled with a variable option that use a higher toll during peak hours - 6-9am and 3-6pm. This will encourage off peak commuting or choosing a public transit option. It does place a higher burden on Clark County residents that work in Portland, but I am willing to accept that burden. Is it possible for the tolls to be reduced after the bridge construction is paid for to a number that supports on-going maintenance? I'm not sure if it's being considered, but could there be a smaller fee or a vouture for people/families in a low income demographic? Perhaps families making less than a median family income could pay a half-toll or get a portion of their tolls returned at the end of each month? Also, I am a huge supporter of public transit. Prior to my daughter starting public school, I took the bus from Salmon Creek into downtown. However, because of the reduced bus service (the 134 not running from 8am until 3pm) and my daughters school schedule I can't take the bus. If there is anyway to support additional commuter bus services, I would be in support of that option!</p>
2614	<p>Hi, I watch your meetings on TV when I can. I can't attend meetings. As I said before, I don't want light rail, too expensive, I drive my car when I can. I only go to Portland occasionally, I think anyone who uses the bridge should pay a toll. \$1.00 or less. I believe the money should be used just be used for a new bridge with no lifts. I don't use the bus system anymore because my neighborhood is a dangerous place sometimes. and I live several blocks from a bus stop. If I needed to carry things to the bus stop everything would be too heavy for me. I have an incurable illness. Thanks for your work.</p>
2630	<p>I don't know the details of each scenario yet (such as pros and cons) but my initial answer is to keep the tolls low, around \$2, toll both bridges, and start early, like in 3-4 years when this economy should be a little better...but ONLY if that money would go toward funding the cost of the new bridge and not some other project. I like the idea of a one-way toll. Hopefully drivers would feel less ripped off, especially during the evening commute home.</p>
2652	<p>I wanted to submit my support for tolling on both bridges, I5 and I205. I travel in other parts of the US and tolling is very common and makes sense, given the need to pay for services and maintenance. I am sure your study group will have a better idea of what tolls should cost. Bottom line: I am in favor of tolling.</p>
2653	<p>I was taking your survey through surveycafe.com and came to a question that I was not able to answer. The question read: Which transportation method would you be most likely to use and least likely. The options-I-205 bridge at a toll of \$4.00, I-5 bridge with no cost and public transportation at \$4.00 per person. I answered least likely of the public transportation but could not answer the most likely. I guess it depends on where I am working that day. But of course, the free choice always sounds good, but how free is it really. To be honest with you, if I was working in Gresham or Troutdale, I would choose the Bridge of the Gods at \$1.00 before I would pay a toll of \$4.00 to go over the Glen Jackson Bridge. I feel no matter how I answered this question, It would not represent what I would actually do. So I chose not to answer it and the survey would not let me continue. You can probably tell that I am not a big fan of the updated bridge. I guess it is mostly because of the costs. We do not need light rail. If a new bridge is needed, lets build the bridge with car lanes only. When I see TriMet wasting money like they do, I am not a big fan of giving them more money. \$1900 a month for employee health care when the rest of the state is paying \$1200 per employee. Something does not seem right there, So, I am sorry if I do not support an agency who I think is not fiscally responsible. I am a small business owner, if I made decisions like Trimet, I would be out of business. Lets not forget we are in a recession. Lets open up the carpool lane and put the bridge on hold until we are out of this recession.</p>

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2642	I seem to remember that early in the CRC design process there was discussion to have dedicated express bus lanes on the crossing. Has that idea been dropped? How it relates to tolling: It seems to me that a toll could be charged for the use of the rapid transit lanes. Charter buses, Taxis, Airport transporters, even delivery service vans (UPS, FedEx, etc) would be interested in having access to the dedicated lanes. Especially during rush hour.
2619	I am totally against a bridge toll. Most of the people who use the bridge daily live in Washington where they pay property and sales taxes and work in Portland where they pay income tax. Now you want to add to their expenses if it is a \$1 toll each way \$520 dollars a year or if its up to \$6 each way \$3120 dollars a year. Also, the politically correct who want to add light rail which almost no one uses adds over a billion dollars to the project. Are Oregonians going to come to Vancouver if they have to pay a toll? No. Are travellers on vacation going to come North if they have to pay tolls? No. Interstate commerce and transportation are a purview of the Federal Government. They have been giving trillions to their buddies, let them pay for the bridge. The only tax I would support would be a gasoline tax of two cents per gallon in both Oregon and Washington until the bridge is paid off. At least it would be spread out evenly among the population. Otherwise, we don't need a new bridge.
2689	Portland shouldn't get so much say in the whole process. This is a problem rooted in the failure, for several decades, of Portland and Oregon to address traffic issues on their side of the Columbia. Any new bridge should be built specifically to be functional and speed vehicular movement, not be a monument or tourist attraction. If it is necessary to put bridge tolling into effect, then it should apply EQUALLY to EVERYONE who uses the bridge, including pedestrians, bicyclists and mass transit passengers. It's not fair to add billions of dollars to the cost for these other uses, but expect only cars and trucks to pay for it. There should be no tolling on the Glenn Jackson bridge. Any tolling scheme should allow Washington residents who pay Oregon income taxes to deduct the toll costs from their taxes. These commuters already pay several thousand dollars a year in income taxes to Oregon for which they get no services and can not vote on to reduce.
2681	No light rail, no bus lanes, no toll. We're in a depression. People can't afford this unfair tax. This will devastate those whose jobs require frequent trips over the bridge. Buses can maintain their service just as they do now, moving right along with the rest of the crowd. Most certainly, having both light rail AND a bus lane would be a redundancy. A costly redundancy just to move a small number of people back and forth. What ever happened to all that gas tax we've been paying?

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2700	<p>The Reflector newspaper that I received today contains a front page article about June 30th and July 1st sessions on tolling. According to the article, information on tolling could be found at tolling.columbiarivercrossing.org. However, I found that to be a dead link. I visited your website and found a 2005 tolling report. My main question is: Is tolling part of the locally preferred alternative in the DEIS, or was it in a separate decision, or is it the subject of a future decision? If there has been a decision, I would appreciate a link to that decision, and would like to know if the public gets to decide; i.e. vote. Generally, I am opposed to the project if it includes tolling for two reasons: a) No tolling scheme can truly be equitable---it tends to be elitist; and b) There already are general taxes and user charges for everything public under the sun that used to be no user charge. The public cannot endure more user charges, especially in the current state of the U.S. and regional economic affairs. According to the newspaper article, there was a study that the Columbia River Crossing project can't be funded without tolls. In my opinion, the project could be funded without tolls, but the project either would need to be delayed until there is sufficient taxpayer revenue, or scaled back in scope to pay for and maintain the project without tolling. I realize there is a substantial amount of non-discretionary spending of taxpayer revenue. Are the two states and federal government willing to shift priorities enough to fund the project either as planned or as scaled back without tolling? Sincerely</p>
2655	<p>I work in Portland, and cross the interstate bridge twice a day. I believe the Oregon State taxes that I pay also contribute to their roads. Since the road taxes are not going to the roads, and are obviously being misappropriated I feel that it is not my responsibility to give additional funds for another bridge. "The state of Oregon, and Washington need to stop robbing peter to pay paul" I am over taxed as it is... I SAY NO ON TOLLS Sincerely,</p>
2589	<p>Below is a rough paraphrase of a message left on my phone on August 11, 2009 around 3:35 pm: I am concerned about the I-5 bridge; if the feds can find \$3 billion for the clunkers program, then finding \$4 billion is easy. The feds should come up with the money. You can't expect people to pay for this bridge given the unemployment and the financial problems in Clark County today. The feds need to pay for the I-5 bridge in full. You should ask for the money that is forfeited by states that don't have an anti-cel phone while driving bills. You should ask for \$6 billion, in case costs go up. If you don't use it all, you can give it back. It's asinine to expect local people to pay for this bridge. People are hurting. Maybe the people who drive the fancy Cadillacs can afford it but those who are struggling can't afford it. Please understand how hard it is for people and take these comments under consideration. Follow-up conversation – 8-11-2009 – 4:30 PM Don't want 205 users to pay for it. Tolls should go away once the bridge is paid off. Concerned about cost of installing transponder. Concerned about getting the transponder checked and a fee for this every few years. Concerned about tolls taking food from people's mouths.</p>
2650	<p>I understand you are taking feedback about proposed tolling of the new bridge. While I would prefer that there be no tolls, I do understand the economic realities. I do, however, believe that the tolls should be kept as low as possible, as the bridge is an important link between the Portland metro area and southwest Washington. Setting the tolls to high would, I fear, cause a greater split between the two regions and reduce the economic efficiencies of the area as a whole. I also have a specific comment, however. Has there been any consideration to having a "toll free" connection between the Washington side and Hayden Island? With the existing plan for dedicated exit lanes, I think this could be done pretty easily. The reason I ask is that for those of us that live in the downtown Vancouver area (and probably other areas), Hayden Island contains the closest or best options for everyday needs. For instance, I typically shop at the Hayden Island Safeway, which is much nicer and has better selection than the one on Main Street. Also, we frequently eat at the restaurants on the island and its general shopping is the best in the area. A situation that occurred last night triggered this email. Last night, I stopped at the Taco Bell on Hayden Island (the closest one to our house) to bring food home for my family on my way home from work (I</p>

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	<p>work in downtown Portland). When I got home, we discovered they gave us the wrong order, and I had to go back to the store. If tolling was in place, returning to the Taco Bell (going over the bridge twice) would have cost an additional \$6, \$10, \$15? It just seems unfair to impose a toll for those attempting to access some basic services at the location closest to their house. I would even bet that the business on Hayden Island would pay some sort of a supplement to support un-tolled access to Hayden Island from southwest Washington. I'm sure these ideas have already been suggested, but in case they haven't, I did want to get my \$.02 in.</p>
2623	<p>I attended the Listening Session on June 30 in Vancouver. During the event the subject of what the tolls are used for came up, with David Hopkins saying between 15-30% of the toll revenue is used for financing, operations and maintenance. Someone in the audience requested more specific information, and WSDOT director Paula Hammond promised to post the assumed cost breakdowns on the website. I've looked through the project library but cannot find them. I'm requesting that they be posted asap and send an e-mail to me to let me know where to find them. Thank you.</p>
2603	<p>First of all thanks to everyone who took the time and effort to make these listening sessions possible. Know you did not plan on our behalf but still thanks for scheduling on our two days off. And thanks to those officials who were willing and able to sit at the front table and take not one but two nights of 90 minutes trial by fire. After listening ourselves to others comments those two nights, here's what we responded to: 1) I think that the argument that those people who cross the bridge on a daily basis for work or whatever should have some accommodations made for them has merit. Perhaps a similar discount like that of the monthly pass by tri-met which provides some kind of discount for frequent users. Perhaps there's other ways that I haven't thought of, but because of the ties between Portland and Vancouver those ties should be acknowledged in some fashion. So I support further study of variable tolling based on usage. 2) I'm not convinced that the small businesses in Vancouver and/or Portland would be that negatively affected. However, their fears should be acknowledged and addressed as much as you are able. 3) Acknowledge that I have not looked up the statistics re tolling models as outlined by your speaker. But remain puzzled that if Glenn Jackson bridge is paid off (and is it?) thanks to 90% contribution of federal dollars then if we tolled both bridges (which I favor) then would that not help lower the tolls needing to be charged? 4) I agree with the one person who expressed concern about those hapless tourists who suddenly are faced with a bridge and a river and the only way across is a toll. Because my husband I spent three years traveling a large portion of this country with our fifth wheel, and we still get the rving magazines and therefore the opinions of rvers, we know that there is a very vocal opposition to extra usage fees (usually in the case of state parks etc because these folks feel like they have already paid for these parks with their tax dollars. (This land is my land, this land is your land...)) It's the libertarian argument as expressed by the one young woman who spoke at the Jantzen Beach meeting. Although I was and remain puzzled by her tortuous argument that started out saying that those who create the congestion should be the ones who pay for it and then finished up by stating that she wanted to travel this country without being tolled for it. I do, however, think it's a valid public perception issue that you must find a way to address. 5) Am also concerned about the rolling small businesses i.e. commercial trucking that makes up a fair percentage of the I-5 traffic. Some of these folks are gypsy truckers, and even when they aren't their company will still make business decisions based upon the daily costs of operations. That might have a ripple effect on the local and near local economy. 6) Was struck by just how vocal and determined your Vancouver opposition is. I resented the fact that they didn't seem to take anyone else's opinions seriously, and only wanted to repeat their talking points over and over again and even seemed willing to extort support for their side. (Sometimes using some of the info you provided, but always using the scariest figures e.g. the \$10 toll.) Don't know how large a segment of the population they represent, but do know that my impression is</p>

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that it's the Vancouver voters that have shut down transit expansion several times with their votes. I was told by one of the attendees sitting on the panel that the light rail will get paid by federal dollars. I wasn't aware of that until he said it, and I don't know just how many people are aware of it. Some of the anti-transit folks (and we have them in Portland too) are so set in their opinion that I'm not sure any amount of counter information will change their mind. Still for this project to be effective you must counter their scare tactics with some very good p.r. 7) Especially appreciated Vancouver Mayor Pollard's attendance at both night's sessions. And considered that his thoughtful input about the possibility of Portland businesses chipping in for their employees transit cost from Vancouver to be a good idea. Although have to confess that I floated that idea pass my manager at the large call center I work in in Tigard and he thought it to be highly unlikely. However, keep in mind that my manager is a diehard republican, albeit a friendly one, and I'm sure that there are other business interests to consult. Personally I thought it a good idea. After all, my call center runs 24/7 and gives their full-time employees the option of a partially paid trimet pass as do other area businesses. So why not a partially subsidized 'go pass'? 8) And speaking of Mayor Pollard, was painfully aware of the absence of Portland Mayor Sam Adams and my sense why it was a good idea that he stayed away. Especially with the types of attendees that you had. Which brings me to the issue of politics and its ramifications for the fate of this project. After all this bridge has been talked about since we first got back to Portland in 2003. According to your timeline it probably won't start getting built until approximately 2012 with a five year construction time. I see that Mayor Pollard is up for reelection, Lord knows what happens to other Oregon/Washington representatives within this timeframe. But your Vancouver opposition has gleefully pointed within their handouts to the other Vancouver mayoral candidates who are anti-toll. What happens if anything if one of them should carry the day. And what about other elected officials? Or at some point does this all get handed over to the two state legislatures and/or officials and what will be will be? Just curious. 9) I gave my key points in the first couple of paragraphs ie. addressing the needs of frequent users, tourists and commercial traffic. And it should be obvious that I'm a supporter of light rail. The idea of tolling bicyclists, pedestrians and transit riders is just absurd. I know that it's common for the loyal opposition to be the most likely people to show up at the meetings you provided. But I would hope that between now and the fall when you intend to hold some similar meetings that you find some ways to market the facts of this thing, as well as address the concerns you have heard. I'm not sure how much your budget and or your positions prohibit you from such an expenditure. But the larger public who will be affected by this project for years to come need the facts, and most are too distracted, too busy or too cynical to look at the details. Do not want this process hijacked by some teabagging malcontents who have their own personal axes to grind. 10) And my husband wanted to know if it's feasible and perhaps cost lowering to add some kind of solar and/or wind turbines to the bridge thereby generating some revenue from the energy this provides. 11) And to those people who talked about there never being tolls in their lifetime (some of them way old enough to remember) I know that my parents paid a toll to cross the Umatilla bridge 40-50 years ago to see my grandmother in Pendleton. And my husband who is a Portland native remembers the Vancouver bridge having a quarter toll when it was first built in the late 50's. So we understand that this is not a new concept. And again I think some clever marketing would help public perception a whole lot, whenever that is appropriate. Thank you for giving us this space to have our say.

2593	Charge as high a toll for this facility as you can manage. The users of this facility should pay for it directly and as little as possible should come from local/regional taxes/fees. I have the Sellwood Bridge to worry about, so the CRC takes a back seat to me and I want local/regional funds available for the Sellwood facility as well (you can toll Sellwood too to pay for it). Most of our traffic facilities should be paid for directly by those that use them, proportionate to the actual costs of the facility.
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2677	Maurice, as I said Wed. evening, I'm impressed with the detail work that has gone into the tolling issue. My issue in this email is regards the design of the bridge. The options are probably already decided upon but I want to throw in my two cents worth. I think the style should be a copy of the 205 bridge. That style can be justified on the grounds that "we already have one, why not two?" My assumption is it would be less expensive, and can allow for the lanes/uses Barbara Nelson was explaining to me. The suspension design ends up being more a monument to someone's ego, which dynamic we don't need. IF a suspension style is less expensive, all right, I give in. But the issue(s) seem to be cost containment and practicality. Thanks for listening...
2610	Hello, I am writing you about the proposal I read about recently in the Oregonian about tolling not only the I-5 but also the I-205 bridges to help cover budget shortfalls on the replacement of the I-5 Bridge, but also to alleviate "congestion" on that bridge. I don't know if the Columbia River Crossing project had any input or was consulted on that proposal, but I think tolling the only two bridges across the Columbia River in the area an unfair one. I am mortified that I, as a Vancouver Citizen and Clark County Resident, who currently pays Oregon income tax and Washington sales taxes would be taxed again 12\$ a day to simply be able to have a job across the river in Oregon (average \$250+ a month!!). This toll proposal unfairly burdens those Vancouver residents who make their living in the Portland-metro area. The proposal is extreme and I discourage it completely and will vote accordingly if Vancouver residents are to be given a vote on this toll. I feel we are being singled out as an unimportant minority in this whole affair, for it is we Vancouver commuters who are affected the most by this, and we, I feel, have the least say in it to date. I ask our Mayor, the Honorable Mr. Pollard to oppose this unfair tolling of the commerce and citizenry of Vancouver. I would also like to make my point of view known that I hope that any attempt to toll the bridges that citizens of Vancouver, Clark County and Washington State helped pay for would be opposed by our local leaders and county officials as against the best interests of those same citizens. I implore you to find alternative means to pay for a new bridge if it is so badly needed, or put off building it until economic times are better. Thousands of jobs are tied to the I-5 corridor and a toll free I-5 exists from Mexico to Canada at this time. Hopefully consideration was given to the negative impact on commerce and trade that tolling these bridges will ultimately bring about for not only Vancouver and Clark County, but the entire state of Washington and Oregon as well. Thank you in advance for your consideration and understanding,
2626	I believe that those who cross the new bridge should pay a toll to help pay for it, but if the toll is more that \$1 one way I wouldn't be able to afford it and if it would save me money and not use more of my gas money than \$1 one way I might just go over 205 bridge.

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2737	<p>Nobody want to pay, but many benefit in different ways from improved transportation. Those who don't travel often to Oregon still benefit some from trucks bringing items for them to buy at area stores. However, they understandably don't want to pay as much as daily commuters to Portland. So I support using tolls as part of the revenue mix along with local and Federal taxes.</p> <p>I live near downtown Vancouver and work in Portland by East 50th Street, and sometimes use I-205 instead I-5 to avoid heavier traffic by driving somewhat more distance, especially in afternoon traffic. I would clearly prefer I-205 if I-5 had a toll but not I-205. Therefore, I believe both highways must have a toll, or we'd have massive diversion. East Clark County will complain, but they got I-205 years back without tolls, so they've had a free ride.</p> <p>Some have suggested beginning tolls when construction starts, and some say to wait until it is done. I recommend having about half the final toll rate during construction. That test the system, gets drivers used to the impact gradually, and provides some construction funding to lower overall costs.</p> <p>I also support Variable tolling at different demand periods. However, making a dramatic change on the hour will result in many trying to just beat the rate change time. It should be possible to gradually change the rates in increments of 10 minutes or 10 cents, to eliminate that frenzy.</p>
2599	<p>Debbie Peterson: Carley has said tolls could go as high as \$7.20 during peak use. This is highway robbery. Employees would need a \$4000 raise per year to afford this. Peak use means that those employees who have the audacity to work at 8am will be penalized the most, as if they aren't already being punished by Oregon state income taxes. How can you place this burden on ordinary people? It's unconscionable. This is about developers and David Evans consulting firm getting millions of dollars. Shame on us for allowing CRC to sell out hard working people to consultants and developers. Debbie Peterson: You talked about the 39-member CRC Task Force. The Vancouver Working Group was selected by CRC. Seven of them are Identity Clark County sponsors and two are developers. I have a feeling that most members of your Task Force were in the tank for light rail and the CRC project. There are fiscal conservatives like me and Sierra Club members who are united in their opposition to this project. There's no consensus on this project from the very far left to the very far right. Gail: Are you willing to put in writing what you said about the possibility for this project not to include light rail? Achterman said she was summarizing a comment she heard. Debbie: Tongue in cheek? Why not just toll the bridge and not build the project at all?</p>
2601	<p>I'm speaking for myself and five other people who couldn't be here tonight. This bridge is being built with our taxpayer dollars, and then you want to charge us to pay for it. This would stifle citizens' liberty, this is highway piracy. It will burden truckers, commuters, and others. Tolling is another tax and we've had enough of it.</p>
2602	<p>This is just another meeting where people against light rail will rant and rave. I'm not really for the way you're going to toll this bridge, but it is faster to take LRT than a bus. I know this b/c I travel five days a week to work by light rail. I'm concerned about people like me who can't afford a car. Some of us who make \$12/hour make only a couple of hundred dollars per week. I'm just concerned the tolling hasn't been fully thought through. We also need light rail. A lot more people fit on LRT than on a bus. Last week, when we had the suicidal person trying to jump off the bridge, workers couldn't get home. Buses get stuck in traffic like everyone else.</p>
2594	<p>If the project isn't financially feasible without tolls, then in my view it's not financially feasible. Your focus seems to be on making as much money as possible under these scenarios. I'd like you to study the effect on Washingtonians' pocket books. Your literature has a lot of language about "regional" and "partners", but we know it's unfair for Washingtonians to pay income tax in Oregon and not get services for it. This is your problem in the context of paying for this project. What can we do to mitigate this? Lastly, as far as light rail, bring it on.</p>

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2597	Dave Derry (sp?), Vancouver resident, I've worked many years for a large construction company and have worked in many areas where interstate highways have been built. I've spent a lot of time in the Quad Cities of Iowa with four bridges and no tolls. Do we still have a federal interstate highway system? If so, there should be no tolls from Canada to Mexico. I'm not a commuter, but I'd be concerned paying two \$4 tolls just to get into that traffic mess in Portland. The Long Island freeway in New York has eight lanes and it's a parking lot with traffic stopped. I've seen similar traffic jams in Portland. That should be taken care of first.
2590	I'm going to retire in seven or eight years and don't want to pay a toll.
2591	Build a good strong bridge and make it toll free!
2588	I hope visitors from out of state can be given a free pass once every few months. It's not a 12-lane bridge; it's three functioning lanes in each direction. And for those against light rail, I hope you never have to get a scooter on a bus; it just doesn't work.
2694	So there's talk (again) of charging a toll to cross the Columbia River bridges between Portland and Vancouver. Because I live in Vancouver and work in Portland (about 2 miles from the 205 bridge), I am compelled to pay Oregon income tax and HAVE NO VOICE in how that money is spent. I do however get the "benefits" of being in Oregon, which includes ... Excellent schools (yep - and from which 1 in 3 high school students don't graduate)- Responsive and respected local government (Sam Adams, Portland Metro and all of the bicycle nazi's - give me a break!)- Outstanding natural beauty (how again is that different than in Washington?) - A "skilled" local guy to pump gas into my car and pay about a nickel a gallon - unlike the rest of the civilized county when I can pump my own (by definition New Jersey isn't civilized - I've lived there!) Many of the people living on the Washington side - and especially in Vancouver - have fled Oregon (and especially Portland) and accept paying local sales tax (and getting better schools, lower property taxes etc) as the lower property taxes, better schools and having to pay local sales tax as cheap enough "cost" to NOT LIVE in Portland. And by the way, the 1st day I have to pay a toll to go across the 205 bridge (which was paid for a long, long time ago) - is the day I give my 2 week's notice, put my house up for sale and leave the Northwest (and take my tax payments and local spending elsewhere).
2691	Ruth (no last name given):, Clark County resident: I haven't heard anything about when tolls would be finished. I'm against the idea of tolls forever. Once tolls start, it's
2692	Scott West, Oregon Tourism Commission and Travel Oregon: Are these models considering the compliance and enforcement issue? If out of state visitors get a bill in the mail, what is the mechanism for getting them to pay? Are we discouraging them from visiting our states? Also, tolls will affect the visitor experience. Tourism is a huge economic driver for our region.
2664	In addition to equity, another good reason bicyclists and transit passengers need to be tolled on the CRC, transit passengers paying a trip surcharge on fares, is because by broadening the base of to all modes of travel, more tolling revenue can be collected in a shorter period of time thereby reducing the financing charges on the bonding making the total price tag of the overall project less costly. Additional taxpayer savings can be found because a collection system for transit passengers is already be in place.

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2671	Kathy (no last name given): Who is from Oregon and who is from Washington in this room? Okay, I'm a bit outnumbered by Washingtonians. Who is responsible for congestion on this bridge? I would like those who are most responsible for the congestion to pay for it. I live on the outer east side of Portland near I-205. As a Portlander, I want to see the people living in Oregon and working in Washington pay for reducing congestion. I ride light rail. If I had to choose between light rail and no tolls, I would choose no tolls every time. I've traveled in Chicago and there are toll roads everywhere. In our region, we don't have other options, I would have to drive to Astoria to avoid a toll. This offends me. If we're not funding our transportation system enough through existing mechanisms, we need to increase that. When you talk about tolling my interstate highways, I feel like I've lost my freedom.
2668	Jeanne Philips (sp?), twin sister, resident of Hayden Island: I'm not really for the toll bridge. Paying \$6 each way is ridiculous. I'm not against it if it's a low rate or no more than you pay on buses and light rail.
2669	John Charles, Cascade Policy Institute: I support a new bridge, electronic tolling, and variable pricing, but this strategy is dysfunctional and more expensive than it needs to be. First, you need 10-15 price points to ensure you have free flow conditions 24/7, b/c what you need to sell is speed and reliability. SR 91 in California has 14 different price points and the average speed is over 60 mph. You need single trip prices very specific to time of day. Second, when you use pricing, you increase lane throughput, so if you have proper pricing, you only need 8 or 10 lanes. Congestion pricing provides free infrastructure for express bus service, so then you don't need light rail. With the proper pricing for the right reason, this project should probably be about 8 lanes and only about \$1 billion.
2674	Living in Gresham, Oregon, it's very seldom that I use any of the bridges across the Columbia River into Washington. However, I have noticed the very unfair way that Oregon, namely the city of Portland, treats it's good neighbor to the north. And, I think it is terrible! And, I certainly don't see a need for a toll on any interstate bridge between the two states. I grow weary of all the bickering! Build the bridge and pay for it with money from the two states and the federal government, and be done with it. Get on with it!
2675	Male commenter from last night's meeting: This is a comment for Carol and Matthew: I heard Ray LaHood is in town. Did you get a chance to catch his ear? What does it look like? Achterman said LaHood was in a listening mode. Also, Mayor Pollard, will we have a vote on light rail coming to Vancouver? Pollard said yes, on the operations and maintenance. So who's forcing light rail on us? Who made the decision? Secretary Hammond said when citizens of Clark County vote no, light rail will not operate. Henry Hewitt said the 39-member CRC Task Force has been studying this for four years voted 37-2 that the project should include light rail. Achterman: What I hear you saying is that the bridge as proposed would include light rail. Mr. Charles said if we have more aggressive variable pricing, we could increase the throughput on I-5, use express buses, and not build light rail.
2676	Male commenter: The info about electronic tolling defused my anger. I read the Oregonian and what you're doing is a lot more intelligent than what is reported in The Oregonian by the Portland people. I'm impressed with the handouts and that this much thought has gone into it. I'm pleased the bottom line hasn't already been decided and we're not just jumping through hoops. I hope you don't act like TriMet and make up your minds before public input is given. Male commenter again: The backup of traffic at the Rose Quarter is caused by traffic north near Marine Drive. You see the effects in downtown Portland. Why couldn't that traffic take another route besides I-5? Male commenter again: Similar tolling in Australia has been a failure. It just creates a bloated government agency. So we'll be watching you.

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2706	To whom it may concern, I am unable to attend any of the set meetings posted for public inquiry and feedback on this issue, so I thought I'd send this email instead. I am opposed to tolls on any of the bridges in the greater Portland Area. Congestion is already bad enough on the commute from Vancouver to Portland, and it was my impression that the new bridge was meant to help alleviate that congestion. Adding a toll will not help. Toll booths will negate the advantage of the new wider bridge, and in motion tolls with the prices being upwards of \$6 a crossing (heard during 1190 KEX's evening broadcast from a "spokeswoman") would more than likely reduce crossings in and of itself. I, as a motorcyclist, feel particularly strongly against tolls because 99% of the time Motorcycles are treated as cars and pay the same rate at toll booths. Even though they take up less space, and do next to no wear to the roads. Additionally this bridge is not special in any way. It is replacing an already, albeit antiquated, functioning bridge. If this was a new more efficient bridge that was in addition to the already existing bridges, then I can see where a toll might be an option. But as it is, this new bridge is simply an improvement project. Please do everything in your power to keep tolls off the Columbia River bridges! Thank you for your time, --
2708	Toll the I-5 and I-205 bridges. Variable tolls: \$3.50 between the hours of 6am to 9am and 3pm to 6pm \$1.50 all other hours Commuter travelling at peak times = \$7/day ~ \$150/month Commuter travelling at peak am/non-peak pm = \$5/day ~ \$105/month
2702	The whole project is a waste of taxpayer money. You are tearing out a bridge that is working but overloaded. For the amount of money that is being proposed to be spent you could put more people to work by turning Marine drive into a controlled access highway and building a new bridge to connect it to Hwy 14. This would take stress off of the existing bridges and I-84 and add future infrastructure capacity instead of just replacing what works with something a little better for a ridiculous amount of money that you expect tolls to help finance. The current plan is a poorly thought out recipe for disaster if I have ever heard one, but I guess all the talk about financial irresponsibility and it causing the current recession doesn't apply to our local politicians who will be out of office by the time this time bomb goes off. That's ok, we taxpayers are more than happy to bail everything out, what's an extra couple of billion here and there? I would vote for the project as is, if all the top politicians involved sign their houses and possessions as the first line of defense against cost overruns and other financial snafus (it would still be a waste of taxpayer money per rewards to the taxpayer except for the satisfaction of watching all the people involved for a public planning mistake actually having to pay for it - that would be a first).
2644	I support an alternative to the proposed bridge that requires light rail to Vancouver, HOV lanes, and significant tolls. I live in Piedmont, and our neighborhood historically and currently has been disproportionately impacted by the freeway pollution. I support a bridge with a maximum of 8 total lanes, and the building of an additional bridge at another crossing point. I also support waiting another 5 years to study, and implementing a toll immediately to assess usage rates and begin to raise dollars.
2598	Dear Sirs. Don't try to balance you profligate spending on the backs of taxpayers. Almost 50% of the people don't pay any taxes. Do your job and cut spending! THERE SHOULD NOT BE ANY TOLLS ON ANY INTERSTATE HIGHWAYS OR BRIDGES.
2595	Commercial Transportation is already paying too much in fuel tax to each state and the federal government and the trucks transporting freight with products and goods into and out of your state is creating wealth and other revenues that will be taxed eventually as consumer goods through purchases and sales. Leave the tolls alone and let truckers take a break from this trend to tax and toll everything ,everywhere we go. The owner operator is really struggling to keep his truck and home and business going because the shippers and brokers don't pay enough now to cut a profit. So every toll and tax or even a few pennies per gallon are going to get figured into everything you need and have to purchase that is transported. STOP TAXING AND TOLLING ME OUT OF BUSINESS!

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2627	I believe that tolls would reduce use and cause as many problems as they would solve. Anyone that's been to the east coast complains about tolls and The Great Northwest is widely known for ease of transportation.
2586	Asked if we advertised the open housesAgainst the bridge project if there are tolls, the federal government should have to pay for the project. We've got the highest unemployment rates in the country, the tolls will put a hardship on the local economy. It is not fair for the local people This will add cost to our goods that are moving on the interstate. People who are now unemployed will suffer the most
2578	Given current traffic conditions, what would it take to build a bike/ped-only bridge now, try to have it built in 4 years while working in conjunction with current designs on the highway bridge. Maybe this could off-set tolls, or at least one unpopular cost-contingentelement of the project. Could add more popular support for developing high-speed rail as well. Thank you.
2624	I attended the session at Jantzen Beach tonight and wanted to give you my feedback on tolling. I support tolling as a way to fund the bridge. I do not support the variable tolling schemes proposed. I think it is an unfair hit to people that work and commute between Vancouver and Portland. I don't accept the logic that this is to spread traffic out, no one chooses to cross the bridge now at busy times if they can avoid it. It appears to instead be an attempt to maximize revenue on the back of commuting workers and I don't support it. Please determine the flat toll needed instead. Thank you for the process of public input.
2634	I have one question I would like to ask: Where would the toll booths be built for cash travelers on I-5 and I-205.? Is there a illustration of the proposed plan for the toll plaza?
2842	John Charles, president of the Cascade Policy Institute, a nonprofit research center in Portland, provided a technical report titled Ending Highway Gridlock in Portland, authored by Portland economist Randall Pozdena and commissioned by Cascade Policy Institute, looking at congestion pricing in the Portland metro region. Mr. Charles said he would like to merge the mandate of HB2001 section 3, which requires implementation of a congestion pricing pilot project in Portland, with the CRC project because they dovetail nicely regarding environmental impact, local impact on Hayden Island, traffic throughput efficiency, and other topics. The study modeled a number of scenarios. It became clear that cordon pricing and single facility pricing projects such as CRC have limited net benefits because a single facility is too short. If the current system is mispriced, which it is today in Oregon since people perceive the system to be free, then how could you know how many lanes to build? You can't know how much supply to provide when it's priced incorrectly. Slow down on tolling of this project and instead implement highway network tolling in the Portland area. If you price the facilities properly first, you'll generate a huge amount of revenue and you'll know how many lanes are truly needed, he said. It's not VMT that matters but steady speed which will reduce pollutants of concern. Director Garrett asked Mr. Charles to share the report with Jason Tell of ODOT Region 1. Chair Achterman said the report will be shared with the congestion pricing staff at ODOT. She said she understands what single facility pricing and ubiquitous pricing mean, but asked what "network pricing" refers to. Mr. Charles said it refers to all the interstate and major highways in the Portland area.

**Columbia River Crossing Tolling Study Report
Comments Received Via Email, Phone, and Mail Regarding Tolling
(June-December 2009)**

2844	<p>Steve Praska said he represents the taxpayers and commuters of Clark County who have driven hundreds of thousands of miles each. The majority, he said, are against this bloated, light rail-equipped project and its tolling schemes, which we believe are unethical. Give the current insolvency of the Oregon and Washington state governments, why should we trust this scheme of spending \$4 billion of taxpayer money to be reliable, cost-effective, or serve the needs of commuters?</p> <p>Secretary Hammond said the Committee is here to take your comments and have been working on this for 12 years. Chair Achterman said it's not a \$4 billion project since the project costs have been refined. She added that whether Mr. Praska can trust government officials is a matter of his opinion. From Oregon's fiscal position, none of the project will happen without tolls; there isn't the money even for the amount you're proposing just for the replacement bridge. Mr. Praska said that's wrong and unethical: The fact that you cannot design a bridge for \$1 billion to \$1.5 billion is an embarrassment. Chair Achterman said Mr. Praska's accusation of an ethical issue is insulting.</p>
2845	<p>The biggest problem seems to be bedrooms in Clark County for Oregon jobs. Clark County commuters are taxed without representation in the Oregon legislature. Clark County residents have turned light rail down once before. You should use Oregon state income tax revenue from Clark County residents to help pay for the project. We don't get much for of anything for what we pay in Oregon income taxes and we're the fourth largest source of such taxes.</p>
2846	<p>In the handout titled Traffic Effects for Tolling Scenarios the last column at the far right doesn't appear to add up correctly and isn't clear. I propose that this column be more about what my commute time and toll cost will be to help us understand the scenarios. Secondly, what percent of project cost is tolling intended to account for? (Director Garrett said it generates anywhere from \$1.3 to \$1.5 billion, or about one third of the project cost.) Lastly, Mr. Hann said he is opposed to the light rail option.</p> <p>Secretary Hammond said the project is seeking federal high priority project funding and federal light rail funding for cost of construction; tolling would not pay for the light rail portion. We're working hard with our federal delegation to get as much federal money as possible reinvested in the interstate facility.</p>
2829	<p>My opinions on this project and tolling in general are as follows:</p> <ol style="list-style-type: none"> 1. NO tolling on any current infrastructure that has been paid for or currently being paid for by fuel and/or gas tax and/or other highway use fees. 2. ALL users including pedestrians, bike riders, light rail passengers, etc., shall pay a toll/fee for use of the completed project. The burden of funding shall not be solely provided by motorist and truckers. 3. ALL tolls/fees collected for this project shall be dedicated exclusively to this project and not diverted to any other use or purpose outside of this project. 4. That ALL collection of tolls/fees for this project end by a clearly and concisely stated non-extendable date or by a retirement of the debt for the project whichever comes first. 5. That all commercial vehicle operators paying WA fuel taxes by means of the IFTA system be allowed a credit toward their WA fuel tax liability for 100% of any and all tolls/fees incurred for their usage of the completed project for such usage more than a single one-way trip in a 24 hour period. 6. That ALL ownership of this project before, during and after completion including the collection of any tolls/fees is to remain with the state of WA and is not in any way shape or form to be rented, leased, contracted out or in any other way become part of a so-called PPP (Public Private Partnership). Thank you kindly:

**Columbia River Crossing Tolling Study Report
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2840	Our forbears paid tolls on the ferry and bridges in the past. Tolls for bridge users ought to be paramount in addition to any other funds. Secondly, if we're going to build the bridge, let's build it right. Think of the Sydney, Australia bridge and the Golden Gate Bridge and Transbay Bridge, all built in the 1930s. They're still in use today because they were done right. Let's build to the full width and do it right the first time.
2841	No name given: I'm against any further spending on the CRC bridge. Why wasn't the \$3.6 billion cost part of the original proposal if it will accomplish the same thing as the earlier proposal? You seem unwilling to tell the public what it's truly going to cost. If this is a regional transportation necessity, a regional gas tax is in order. If you're going to toll the new bridge to reduce traffic, then tolling the current bridge for that reason should work too. Why not toll the current bridge? Least-cost options should be used first, not last. On I-5 there are approximately 300 cars for every truck. This is not a jobs program. We have lots of community needs that will create long-term sustainable jobs. We shouldn't borrow more money from Asia. Burdening me with debt is not a jobs stimulus.



RECEIVED

AUG 13 2009

Columbia River Crossing

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August 12, 2009

SARAH STAUFFER CURTISS
Direct (503) 294-9829
sscurtiss@stoel.com

VIA U.S. FIRST-CLASS MAIL

Columbia River Crossing Tolling Study Committee
700 Washington Street, Suite 300
Vancouver, WA 98660

Re: Comments on Tolling Scenarios

Dear Tolling Study Committee:

This office represents Ross Island Sand & Gravel. This letter is submitted in response to your request for comments on the tolling scenarios presented at the Tolling Study Listening Session, which was held at the Jantzen Beach SuperCenter on July 1, 2009. As we understand it, the Columbia River Crossing is presently considering one-way tolls on the Interstate-5 bridge in the range of \$1-\$8.

Although Columbia River Crossing staff has stated that tolling is expected to be an important part of the project's financing plan, RIS&G is deeply concerned about the impact of tolls generally on the viability of its Portland-based business. Specifically, RIS&G is concerned about the effect of tolling on its distribution of batch concrete and loose aggregate in Southwest Washington and the effect of tolling on its approximately 50 employees that commute to Portland daily from Southwest Washington.

RIS&G currently transports 20-40 loads of ready mix concrete and loose aggregate across the Interstate-5 bridge to Southwest Washington per day. At that rate, RIS&G would be responsible for tolls in the order of \$40-\$640 per day, or \$10,400-\$166,400 per year (assuming a five-day work week). Given today's economic climate, such a significant additional cost jeopardizes RIS&G's ability to compete in the Southwest Washington market, thereby threatening the viability of RIS&G's business.

In addition, of the approximately 200 individuals employed by RIS&G and its sister companies, roughly 50 live in Southwest Washington and use the Interstate-5 bridge daily to commute to work. Under the current tolling scenarios, these individuals would be forced to pay \$2-\$16 per day, or \$520-\$4,160 per year. By any estimation, such an expense would be a considerable burden for RIS&G's employees.



Columbia River Crossing Tolling Study Committee
August 12, 2009
Page 2

Although the Columbia River Crossing Draft Environmental Impact Statement lists “supporting a sound regional economy and job growth” as one of the values guiding the project’s development, the proposed tolls are in direct conflict with that value. Indeed, whereas the proposed tolling scenarios provide exemptions for individuals who cross the Interstate-5 bridge via mass transit in order to incentivize the use of mass transit, there are no exemptions proposed for businesses, like RIS&G, that are stimulating the region’s lagging economy and providing needed jobs.

Because supporting a sound regional economy is one of the project’s core values, RIS&G urges the Tolling Study Committee to carefully consider the effect the proposed tolls will have on local businesses and the local economy. Moreover, RIS&G urges the Tolling Study Committee and Columbia River Crossing staff to explore the possibility of commercial exemptions for local businesses like RIS&G.

RIS&G would appreciate the opportunity to meet one-on-one with a Columbia River Crossing staff member to discuss possible options and brainstorm solutions. Thank you for your careful consideration of this matter.

Very truly yours,

Sarah Stauffer Curtiss

cc: Mr. Chuck Steinwandel, RIS&G
Mr. Rick Grolbert, RIS&G
Mr. Aaron C. Courtney

From: [Doug Klunder](#)
To: richard.brandman@state.or.us; [Ficco, Doug](#);
CC: [Columbia River Crossing; Dengerink, Hal; Hewitt, Henry; matthew.garrett@state.or.us; Hammond, Paula; Adams, Sam; Mayor Royce Pollard; Bragdon, David; Stuart, Steve; Hansen, Fred; Leavitt, Tim](#);
Subject: ACLU comments on Columbia River Crossing Project
Date: Tuesday, July 14, 2009 2:33:20 PM
Attachments: [CRC Letter 7-14-09.pdf](#)
[Tolling Executive Summary.pdf](#)
[Tolling Position Paper.pdf](#)

Please find attached comments prepared jointly by the ACLU of Washington and the ACLU of Oregon, regarding the Columbia River Crossing Project.

Thank you for your consideration.

Doug Klunder
ACLU-WA Privacy Project Director
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July 14, 2009

Columbia River Crossing Project
 Richard Brandman, Project Co-Director
 Doug Ficco, Project Co-Director
 Project Sponsors Council
 700 Washington St., Suite 300
 Vancouver, WA 98660

Dear Directors and Members of the Project Sponsors Council,

The American Civil Liberties Union of Washington and the American Civil Liberties Union of Oregon (collectively, "ACLU") welcome this opportunity to comment on the Columbia River Crossing ("Crossing") project. We are statewide, non-partisan, non-profit organizations, dedicated to the preservation and defense of constitutional and civil liberties, including the rights to privacy and equal protection of the law. The ACLU has been an active participant in policy development around both the collection of and disclosure of various types of personal information by government entities.

We are concerned about the current plans to implement all-electronic or "open road" tolling for the Crossing. As you may be aware, the ACLU has previously examined all-electronic tolling in conjunction with the SR 520 replacement project in Washington. We are enclosing a position paper we prepared for use as the Washington Legislature considered implementation of that project. Although the paper specifically mentions SR 520, the concerns are equally applicable to the Crossing; in fact, there is considerable similarity between the projects in terms of impact on individuals and the lack of viable alternatives to using the bridges.

The only significant difference between the projects is that the jurisdiction for the Crossing is divided between two states, and drivers in both states will be affected. We therefore urge the Crossing project to recommend to both the Oregon and Washington Legislatures adoption of the steps urged in that position paper to protect the rights of drivers. In addition, we also urge the Crossing project to call on the Oregon Legislature to adopt several measures that are already enacted in Washington law: an exemption from public disclosure of personally identifiable toll records (RCW 42.56.330(7)), a prohibition on use of tolling technology for surveillance or tracking purposes (RCW 47.04.240), and a prohibition on the use of video enforcement technology for any purpose other than the collection of tolls (RCW 46.63.160). All of these measures are essential to protect the privacy of drivers using the Crossing.

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Thank you for your consideration of this matter. The ACLU looks forward to working with you to ensure that the Crossing is a successful transportation project that does not infringe on the rights of drivers.

Sincerely,

A handwritten signature in black ink that reads "Doug Klunder". The signature is written in a cursive style with a large, prominent "D" and "K".

Doug Klunder
klunder@aclu-wa.org
Privacy Project Director
ACLU of Washington

Andrea Meyer
ameyer@aclu-or.org
Legislative Director
ACLU of Oregon



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TOLLING AND CIVIL LIBERTIES

Recent proposals for financing highway construction have typically included tolls as one component. The ACLU takes no position on whether tolls should be used, nor on the appropriate rates. We do, however, firmly believe that any toll system must comport with basic civil liberties principles, including the right to privacy and equal protection. Electronic tolling threatens both of these.

- Each toll paid electronically generates a record. Those combined records provide a considerable amount of information about a driver, including work, family, recreational, and social patterns. They could even reveal political leanings (heading towards a rally) or medical issues (frequent travel to medical facilities).
- Transponders may allow third parties to track drivers. The transponder's number may be read by any reader, and combined with the driver's identity in a variety of ways. This could then be used to assemble information about those who frequent a particular area or facility (e.g., shopping malls) for marketing purposes.
- All-electronic tolling poses unreasonable burdens on some members of society—those unable or unwilling to obtain a transponder and fund an ongoing toll account, including those without credit and debit cards. It is also likely to generate considerable confusion for infrequent drivers, including visitors and tourists.

SPECIFIC LEGISLATIVE RECOMMENDATIONS

1) **Mandate lane(s) accommodating cash payment with no record kept of vehicle identity**

This is the only way to ensure privacy in travel information, and also eliminates the unreasonable burdens placed on segments of society.

2) **Mandate short retention periods for identifiable toll records**

Each toll record should be destroyed as soon as final payment for the toll has been processed. In no case should this require retention for more than a few months.

3) **Implement legal prohibitions on secondary use of toll/travel records**

The purpose of tolling records is simply to facilitate toll payment, and that is the only use that should be made of the records. The best way to encourage people to adopt electronic toll payment methods is to guarantee that records of those payments will not be used for other purposes, period.

4) **Implement legal safeguards against third parties reading transponders**

Reading transponders should be restricted to toll payment, just as reading RFID in enhanced driver's licenses is restricted to border crossing purposes by Chapter 9A.58 RCW.

5) **Direct DOT to allow anonymous cash payments for transponders**

DOT currently requires all transponders to be registered to a single vehicle. This defeats both anonymity in travel and use of transponders in multiple vehicles, including car-share programs.



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February 17, 2009

To: Interested Parties

Fr: Doug Klunder, Privacy Project Director

Re: Electronic tolling

Recent proposals for financing construction of a replacement bridge for SR 520 have involved charging tolls for vehicles crossing Lake Washington, on either SR 520 alone, or on both SR 520 and I-90. The ACLU takes no position on whether tolls should be used, nor on the appropriate level of toll charges. We do, however, firmly believe that any toll system must comport with basic civil liberties principles, including the right to privacy and equal protection.

BACKGROUND

As currently proposed, all tolling across Lake Washington would be handled electronically; there is currently no plan to have any tollbooths where payment can be made in the traditional manner with cash. Instead, two mechanisms will be used for electronic toll payment. The primary method is the use of a Good-to-Go! transponder. An individual can open an account with the Department of Transportation, and fund it in a variety of manners (most commonly through a credit card or EFT transfer from a bank account), and link it to a transponder which is purchased from DOT. When that transponder is read on the highway, the toll will automatically be deducted from the account. This mechanism is already in use on the Tacoma Narrows Bridge (as one option), and in the HOT lanes of SR 167 between Renton and Auburn (as the only toll option).

Not all vehicles will be equipped with transponders, so a secondary method of recognizing vehicles is proposed: cameras combined with license plate scanning software. Drivers intending to use a tolled area can register and pay in advance, in effect registering their license number; when that license plate is viewed on a car without a transponder, the list of pre-registered plates will be checked. Drivers who have not pre-registered/paid will be sent an invoice, with an “administrative fee” added. Prepayment can be done through a variety of methods, including online and by phone (with electronic payment options), and maybe even by cash at a service center. Some of the details of the system are still unclear, such as how prepayment works with variable tolls (where the rates change based on current congestion levels). Some of this technology is currently in use at the Tacoma Narrows Bridge; although non-transponder prepayment is not currently an option, cameras are used to detect and identify vehicles that use the transponder lanes without having a valid transponder.

It is anticipated that the number of toll facilities will burgeon over the coming years—both to pay for expensive highway projects and to reduce highway congestion and greenhouse gases. After going for almost 20 years without tolls anywhere in the state of Washington, in just the past two years we

have already added two toll facilities (Tacoma Narrows Bridge and SR 167 HOT lanes), and are exploring many more (including the Lake Washington bridges and the Alaskan Way Viaduct replacement). It would not be surprising to see the current Good-to-Go! system expanded to handle Washington State Ferry fares as well. As the number of toll facilities increases, it is also likely that the number of Good-to-Go! accounts will increase, with a substantial percentage of the population in areas around toll facilities using transponders.

PRIVACY

There are two threats posed to privacy by electronic tolling: the record of toll payments (including date, time, location, and identity), and the potential secondary use of tolling technology for surveillance unrelated to use of toll facilities.

The obvious threat to privacy is the record of toll payments, showing each time a person passes through a toll facility. That provides a considerable amount of information about that person, especially as the number of facilities increases. It can reveal work, family, recreational, and social patterns, as well as variations from the normal pattern. It could even reveal political leanings (heading towards a rally) or medical issues (frequent travel to medical facilities). If there is variable tolling based on occupancy (one option being discussed), the records can show whether an individual travels alone or with others (work colleagues, family members, or perhaps others). Areas that already use electronic tolling have received a significant number of requests for toll records about specific individuals, often in the context of a divorce proceeding or a criminal matter. (Existing law varies between jurisdictions as to whether requested records must be disclosed.)

The less obvious threat is secondary use of transponders. The Department of Transportation is ideally situated to use information from transponders for purposes other than toll payment. In theory, DOT could place readers in a variety of places to track vehicle traffic. Traffic planning is ever more dependent on data revealing what typical driving patterns are like. Traditionally, DOT has been forced to accumulate this data through surveys, or by manually trying to capture license plates of drivers on sample days at sample locations. If transponders are widely used, at least by the most frequent highway users, DOT can instead capture that information by placing readers at locations of interest. Fortunately, RCW 47.04.240 prohibits any governmental use of transponders that provides individualized information unrelated to toll transactions.

The prohibition on secondary use does not, however, apply to third parties. Depending on how transponders are configured, and exactly how they communicate with readers, it may be possible for a third party to use the transponder for tracking purposes. We can be reasonably confident that DOT has taken precautions to avoid cloning of transponders, or unauthorized access to financial information, or perhaps even unauthorized access to personal information entirely. It is quite possible, however, that the transponder is set up to always use a unique identifier as part of its communication with the reader—just as is done with ORCA transit passes and enhanced driver's licenses. This unique number is not meaningful in and of itself, but if it remains the same for a given transponder, that number will identify the transponder, and may eventually be able to be coupled with the identity of the driver. (Imagine, for instance, a reader installed at a gas station, which could combine the number of the transponder with the identity of a driver who pays for gas with anything other than cash.) Shopping malls could find it valuable to be able to identify whoever drives into

their parking lot, accumulating over time who is a frequent visitor, or comes only during big specials, or the like.

There is no way to entirely eliminate the threats to privacy posed by electronic tolling. At the same time, there are undeniable benefits to electronic tolling, including convenience for drivers and reduced highway congestion. Accordingly, the ACLU does not suggest that electronic tolling be prohibited. Instead, we believe that non-electronic tolling must be available as an option to drivers who are more concerned about privacy than convenience, and that both technological and legal measures be implemented to minimize the risks to privacy posed by electronic tolling. Specific recommendations are discussed below.

EQUAL PROTECTION

In addition to the threat to privacy, the ACLU is also concerned that a move to all-electronic tolling will pose unreasonable burdens on some members of society. Not all drivers will wish to obtain a transponder and open an account, and some that wish to do so may be unable to do so. For example, infrequent users of the Lake Washington bridges—both local residents and visitors—may see no reason to pay for a transponder that will be rarely used. Some people will refuse to use a transponder because of privacy concerns. Others may not have sufficient funds to buy a transponder (\$12) and open an account (minimum \$30 prepayment). Those without a credit or debit card likely need to appear in person (during business hours) at a service center (of which there is currently only one). And since transponders are currently tied to a single vehicle, they don't work for those who share vehicles (e.g., Zipcar users).

Similarly, electronic tolling without a transponder also poses burdens on drivers. Although DOT intends to make the process as easy as possible, by allowing prepayment via telephone or online, many people are still left behind. Most obvious are those without telephones or computers, and those without credit or debit cards. Perhaps cash payment will be allowed via service centers, but that requires an additional trip (adding to road congestion) whenever such a person wants to cross Lake Washington. And if a person without a credit card needs to take an unplanned trip when service centers are closed, there is no apparent way to do so without incurring a substantial "administrative fee" for post-trip billing, which bears a striking resemblance to a fine.

One should also not underestimate the confusion factor for infrequent drivers, including out-of-town visitors. No matter how good the signage, many such people will simply not understand that they are supposed to place a phone call before crossing the bridge. And those who do understand, but simply forget to place the call before starting their trips, also raise concerns—the specter of confused people fumbling for credit cards and cell phones (and handfree units in order to comply with state law) while trying to remember their license plate numbers (or fumble for rental agreements) all while driving on an unfamiliar highway makes one wonder about the safety implications.

The ACLU believes that highways are a basic component of modern society, and must be reasonably available to all. Requiring all-electronic tolling will eliminate that availability for a significant portion of society. Although that is currently done for the HOT lanes on SR 167, travel in the adjacent regular lanes is open to all. In contrast, there is no reasonable alternative to using the Lake Washington bridges for many drivers, and even less option to avoid the Tacoma Narrows

Bridge. Requiring either participation in all-electronic tolling or avoiding these bridges places a huge burden on drivers without transponders. It is worth noting that over 25% of drivers on the Tacoma Narrows Bridge currently pay via cash; these are people who would instead need to use a complicated phone/online per-trip option.

Although the Final Report of the 520 Tolling Implementation Committee asserts that electronic tolling supports variable tolling (p. 34), just the reverse is true. Variable tolling could be easily handled with cash payments; the amount of money charged simply varies depending on time of payment. In contrast, any system that separates the moment of payment from the moment of driving causes problems. If the toll is determined at time of registration, there will be incentive to “game” the system by registering at off hours; if determined at time of travel, there does not appear to be a way to prepay in cash. Perhaps the intent is to always charge pre-trip registrants at the highest variable toll, which is clearly unfair. Overall, we are concerned that tolling authorities will unreasonably bias toll rates in favor of transponders, placing a greater toll burden on those who can least afford it. A fair system would allow only relative collection costs to determine differences in tolls based on type of payment; that includes limiting the “administrative fee” for post-trip invoicing to the actual costs of sending the invoice.

SPECIFIC RECOMMENDATIONS

1) Provide payment lane(s) with no record kept of vehicle identity

The only way to ensure anonymity in travel is to prevent the creation of records of the travel. Once a record exists, there is no simply no way to ensure it will not be used, either by the lawful custodians of the record, or by unauthorized parties who gain access to it. All electronic toll payment methods require making a record of the identity of vehicles passing the toll point. In contrast, if tolls are paid in the traditional method via cash at a tollbooth, there is no need to record the identity of the traveler. Allowing cash payment also solves the equal protection problems discussed above, by providing a reasonable method for all individuals to pay tolls and gain access to a necessary thoroughfare. Accordingly, the ACLU urges the Legislature to mandate lanes accommodating traditional cash payments in any tolling project it authorizes; the only exception should be HOT lanes where travel remains freely available in adjoining lanes of the highway.

2) Retain records only as long as necessary to ensure payment of tolls

The ACLU recognizes that most frequent travelers will choose to take advantage of the convenience of a transponder, and even infrequent travelers may prefer the convenience of payment by phone. This choice should not be construed as a waiver of privacy. Instead, to the greatest extent possible, those travelers should retain the same anonymity as traditional cash payers. The key to this anonymity is the destruction of records of identified travel as soon as possible—which means as soon as payment for the toll has been processed. There may be some need to retain records for a period of even up to a few months to ensure payment from credit card processors, but once payment has been finalized, all records identifying the particular vehicle should be destroyed. DOT’s current retention period of 8½ years is cannot be justified as necessary to ensure proper payment of tolls. The ACLU urges the Legislature to both clarify that existing state law does not require a long retention period and to specifically require the destruction of identifiable toll records as soon as payment is finalized.

3) Implement legal prohibitions on secondary use of toll/travel records

Although destruction of records is the only guaranteed method of preventing their use and misuse, the Legislature can also take steps to protect toll or travel records while they exist. The experience of other jurisdictions using electronic tolling is instructive; those records are already in high demand for a variety of purposes, including both law enforcement and family law disputes. As tolling records become more detailed, it is likely the demand for them will grow for other purposes, including marketing. The best way to encourage people to adopt electronic toll payment methods is to guarantee that records of those payments will not be used for other purposes, period. The only reason the records are created is to facilitate toll payment, and that is the only use that should be made of the records. The Legislature should enact prohibitions on any other use of toll records by any party.

4) Implement legal safeguards against third parties reading transponders

In 2008 the Legislature recognized that the RFID chips in enhanced driver's license provided the technological capability to track individuals and enacted Chapter 9A.58 RCW to prohibit reading of those RFID chips except for border crossing purposes. Almost all of the same risks of inappropriate uses apply to transponders used for toll payments. Therefore, the ACLU urges the legislature to enact similar prohibitions on reading information on transponders for any purpose other than toll payment.

5) Allow cash payments for transponders, without registration to single vehicle

The current Good-to-Go! program allows cash payments for transponders, both to purchase the transponder itself and to replenish accounts. One would think, therefore, that this provides an anonymous method of travel, while providing many of the advantages of electronic payment. Unfortunately, that potential win-win solution is not realized in actuality—because the Department of Transportation requires registration of a transponder to a single vehicle. This not only defeats the possibility of anonymous travel, it also eliminates the possibility of moving a transponder between vehicles for those who use multiple vehicles, including car-share programs. The ACLU recognizes that some of these restrictions may be due to deficiencies in current transponder technology. For example, windshield-mounted transponder stickers cannot physically be moved between vehicles without damaging the transponder. We suspect that the registration requirement may also be due to deficiencies in technology, registration allows a transponder account to be charged based on the vehicle license plate when the transponder is not accurately read—which apparently happens hundreds of thousands of times per year at the Tacoma Narrows Bridge! Nonetheless, we believe that technological deficiencies are not a sufficient reason to intrude on the privacy of Washingtonians. The ACLU urges the Legislature to direct the Department of Transportation to adopt alternative procedures or technologies to eliminate the vehicle registration requirement and facilitate anonymous electronic toll payments.

From: [Doug Klunder](#)
To: richard.brandman@state.or.us; [Ficco, Doug](#);
CC: [Columbia River Crossing; Dengerink, Hal; Hewitt, Henry; matthew.garrett@state.or.us; Hammond, Paula; Adams, Sam; Mayor Royce Pollard; Bragdon, David; Stuart, Steve; Hansen, Fred; Leavitt, Tim](#);
Subject: ACLU comments on Columbia River Crossing Project
Date: Tuesday, July 14, 2009 2:33:20 PM
Attachments: [CRC Letter 7-14-09.pdf](#)
[Tolling Executive Summary.pdf](#)
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Please find attached comments prepared jointly by the ACLU of Washington and the ACLU of Oregon, regarding the Columbia River Crossing Project.

Thank you for your consideration.

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July 14, 2009

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 Project Sponsors Council
 700 Washington St., Suite 300
 Vancouver, WA 98660

Dear Directors and Members of the Project Sponsors Council,

The American Civil Liberties Union of Washington and the American Civil Liberties Union of Oregon (collectively, "ACLU") welcome this opportunity to comment on the Columbia River Crossing ("Crossing") project. We are statewide, non-partisan, non-profit organizations, dedicated to the preservation and defense of constitutional and civil liberties, including the rights to privacy and equal protection of the law. The ACLU has been an active participant in policy development around both the collection of and disclosure of various types of personal information by government entities.

We are concerned about the current plans to implement all-electronic or "open road" tolling for the Crossing. As you may be aware, the ACLU has previously examined all-electronic tolling in conjunction with the SR 520 replacement project in Washington. We are enclosing a position paper we prepared for use as the Washington Legislature considered implementation of that project. Although the paper specifically mentions SR 520, the concerns are equally applicable to the Crossing; in fact, there is considerable similarity between the projects in terms of impact on individuals and the lack of viable alternatives to using the bridges.

The only significant difference between the projects is that the jurisdiction for the Crossing is divided between two states, and drivers in both states will be affected. We therefore urge the Crossing project to recommend to both the Oregon and Washington Legislatures adoption of the steps urged in that position paper to protect the rights of drivers. In addition, we also urge the Crossing project to call on the Oregon Legislature to adopt several measures that are already enacted in Washington law: an exemption from public disclosure of personally identifiable toll records (RCW 42.56.330(7)), a prohibition on use of tolling technology for surveillance or tracking purposes (RCW 47.04.240), and a prohibition on the use of video enforcement technology for any purpose other than the collection of tolls (RCW 46.63.160). All of these measures are essential to protect the privacy of drivers using the Crossing.

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Thank you for your consideration of this matter. The ACLU looks forward to working with you to ensure that the Crossing is a successful transportation project that does not infringe on the rights of drivers.

Sincerely,

A handwritten signature in black ink that reads "Doug Klunder". The signature is written in a cursive, flowing style.

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TOLLING AND CIVIL LIBERTIES

Recent proposals for financing highway construction have typically included tolls as one component. The ACLU takes no position on whether tolls should be used, nor on the appropriate rates. We do, however, firmly believe that any toll system must comport with basic civil liberties principles, including the right to privacy and equal protection. Electronic tolling threatens both of these.

- Each toll paid electronically generates a record. Those combined records provide a considerable amount of information about a driver, including work, family, recreational, and social patterns. They could even reveal political leanings (heading towards a rally) or medical issues (frequent travel to medical facilities).
- Transponders may allow third parties to track drivers. The transponder's number may be read by any reader, and combined with the driver's identity in a variety of ways. This could then be used to assemble information about those who frequent a particular area or facility (e.g., shopping malls) for marketing purposes.
- All-electronic tolling poses unreasonable burdens on some members of society—those unable or unwilling to obtain a transponder and fund an ongoing toll account, including those without credit and debit cards. It is also likely to generate considerable confusion for infrequent drivers, including visitors and tourists.

SPECIFIC LEGISLATIVE RECOMMENDATIONS

1) **Mandate lane(s) accommodating cash payment with no record kept of vehicle identity**

This is the only way to ensure privacy in travel information, and also eliminates the unreasonable burdens placed on segments of society.

2) **Mandate short retention periods for identifiable toll records**

Each toll record should be destroyed as soon as final payment for the toll has been processed. In no case should this require retention for more than a few months.

3) **Implement legal prohibitions on secondary use of toll/travel records**

The purpose of tolling records is simply to facilitate toll payment, and that is the only use that should be made of the records. The best way to encourage people to adopt electronic toll payment methods is to guarantee that records of those payments will not be used for other purposes, period.

4) **Implement legal safeguards against third parties reading transponders**

Reading transponders should be restricted to toll payment, just as reading RFID in enhanced driver's licenses is restricted to border crossing purposes by Chapter 9A.58 RCW.

5) **Direct DOT to allow anonymous cash payments for transponders**

DOT currently requires all transponders to be registered to a single vehicle. This defeats both anonymity in travel and use of transponders in multiple vehicles, including car-share programs.



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February 17, 2009

To: Interested Parties

Fr: Doug Klunder, Privacy Project Director

Re: Electronic tolling

Recent proposals for financing construction of a replacement bridge for SR 520 have involved charging tolls for vehicles crossing Lake Washington, on either SR 520 alone, or on both SR 520 and I-90. The ACLU takes no position on whether tolls should be used, nor on the appropriate level of toll charges. We do, however, firmly believe that any toll system must comport with basic civil liberties principles, including the right to privacy and equal protection.

BACKGROUND

As currently proposed, all tolling across Lake Washington would be handled electronically; there is currently no plan to have any tollbooths where payment can be made in the traditional manner with cash. Instead, two mechanisms will be used for electronic toll payment. The primary method is the use of a Good-to-Go! transponder. An individual can open an account with the Department of Transportation, and fund it in a variety of manners (most commonly through a credit card or EFT transfer from a bank account), and link it to a transponder which is purchased from DOT. When that transponder is read on the highway, the toll will automatically be deducted from the account. This mechanism is already in use on the Tacoma Narrows Bridge (as one option), and in the HOT lanes of SR 167 between Renton and Auburn (as the only toll option).

Not all vehicles will be equipped with transponders, so a secondary method of recognizing vehicles is proposed: cameras combined with license plate scanning software. Drivers intending to use a tolled area can register and pay in advance, in effect registering their license number; when that license plate is viewed on a car without a transponder, the list of pre-registered plates will be checked. Drivers who have not pre-registered/paid will be sent an invoice, with an “administrative fee” added. Prepayment can be done through a variety of methods, including online and by phone (with electronic payment options), and maybe even by cash at a service center. Some of the details of the system are still unclear, such as how prepayment works with variable tolls (where the rates change based on current congestion levels). Some of this technology is currently in use at the Tacoma Narrows Bridge; although non-transponder prepayment is not currently an option, cameras are used to detect and identify vehicles that use the transponder lanes without having a valid transponder.

It is anticipated that the number of toll facilities will burgeon over the coming years—both to pay for expensive highway projects and to reduce highway congestion and greenhouse gases. After going for almost 20 years without tolls anywhere in the state of Washington, in just the past two years we

have already added two toll facilities (Tacoma Narrows Bridge and SR 167 HOT lanes), and are exploring many more (including the Lake Washington bridges and the Alaskan Way Viaduct replacement). It would not be surprising to see the current Good-to-Go! system expanded to handle Washington State Ferry fares as well. As the number of toll facilities increases, it is also likely that the number of Good-to-Go! accounts will increase, with a substantial percentage of the population in areas around toll facilities using transponders.

PRIVACY

There are two threats posed to privacy by electronic tolling: the record of toll payments (including date, time, location, and identity), and the potential secondary use of tolling technology for surveillance unrelated to use of toll facilities.

The obvious threat to privacy is the record of toll payments, showing each time a person passes through a toll facility. That provides a considerable amount of information about that person, especially as the number of facilities increases. It can reveal work, family, recreational, and social patterns, as well as variations from the normal pattern. It could even reveal political leanings (heading towards a rally) or medical issues (frequent travel to medical facilities). If there is variable tolling based on occupancy (one option being discussed), the records can show whether an individual travels alone or with others (work colleagues, family members, or perhaps others). Areas that already use electronic tolling have received a significant number of requests for toll records about specific individuals, often in the context of a divorce proceeding or a criminal matter. (Existing law varies between jurisdictions as to whether requested records must be disclosed.)

The less obvious threat is secondary use of transponders. The Department of Transportation is ideally situated to use information from transponders for purposes other than toll payment. In theory, DOT could place readers in a variety of places to track vehicle traffic. Traffic planning is ever more dependent on data revealing what typical driving patterns are like. Traditionally, DOT has been forced to accumulate this data through surveys, or by manually trying to capture license plates of drivers on sample days at sample locations. If transponders are widely used, at least by the most frequent highway users, DOT can instead capture that information by placing readers at locations of interest. Fortunately, RCW 47.04.240 prohibits any governmental use of transponders that provides individualized information unrelated to toll transactions.

The prohibition on secondary use does not, however, apply to third parties. Depending on how transponders are configured, and exactly how they communicate with readers, it may be possible for a third party to use the transponder for tracking purposes. We can be reasonably confident that DOT has taken precautions to avoid cloning of transponders, or unauthorized access to financial information, or perhaps even unauthorized access to personal information entirely. It is quite possible, however, that the transponder is set up to always use a unique identifier as part of its communication with the reader—just as is done with ORCA transit passes and enhanced driver's licenses. This unique number is not meaningful in and of itself, but if it remains the same for a given transponder, that number will identify the transponder, and may eventually be able to be coupled with the identity of the driver. (Imagine, for instance, a reader installed at a gas station, which could combine the number of the transponder with the identity of a driver who pays for gas with anything other than cash.) Shopping malls could find it valuable to be able to identify whoever drives into

their parking lot, accumulating over time who is a frequent visitor, or comes only during big specials, or the like.

There is no way to entirely eliminate the threats to privacy posed by electronic tolling. At the same time, there are undeniable benefits to electronic tolling, including convenience for drivers and reduced highway congestion. Accordingly, the ACLU does not suggest that electronic tolling be prohibited. Instead, we believe that non-electronic tolling must be available as an option to drivers who are more concerned about privacy than convenience, and that both technological and legal measures be implemented to minimize the risks to privacy posed by electronic tolling. Specific recommendations are discussed below.

EQUAL PROTECTION

In addition to the threat to privacy, the ACLU is also concerned that a move to all-electronic tolling will pose unreasonable burdens on some members of society. Not all drivers will wish to obtain a transponder and open an account, and some that wish to do so may be unable to do so. For example, infrequent users of the Lake Washington bridges—both local residents and visitors—may see no reason to pay for a transponder that will be rarely used. Some people will refuse to use a transponder because of privacy concerns. Others may not have sufficient funds to buy a transponder (\$12) and open an account (minimum \$30 prepayment). Those without a credit or debit card likely need to appear in person (during business hours) at a service center (of which there is currently only one). And since transponders are currently tied to a single vehicle, they don't work for those who share vehicles (e.g., Zipcar users).

Similarly, electronic tolling without a transponder also poses burdens on drivers. Although DOT intends to make the process as easy as possible, by allowing prepayment via telephone or online, many people are still left behind. Most obvious are those without telephones or computers, and those without credit or debit cards. Perhaps cash payment will be allowed via service centers, but that requires an additional trip (adding to road congestion) whenever such a person wants to cross Lake Washington. And if a person without a credit card needs to take an unplanned trip when service centers are closed, there is no apparent way to do so without incurring a substantial "administrative fee" for post-trip billing, which bears a striking resemblance to a fine.

One should also not underestimate the confusion factor for infrequent drivers, including out-of-town visitors. No matter how good the signage, many such people will simply not understand that they are supposed to place a phone call before crossing the bridge. And those who do understand, but simply forget to place the call before starting their trips, also raise concerns—the specter of confused people fumbling for credit cards and cell phones (and handfree units in order to comply with state law) while trying to remember their license plate numbers (or fumble for rental agreements) all while driving on an unfamiliar highway makes one wonder about the safety implications.

The ACLU believes that highways are a basic component of modern society, and must be reasonably available to all. Requiring all-electronic tolling will eliminate that availability for a significant portion of society. Although that is currently done for the HOT lanes on SR 167, travel in the adjacent regular lanes is open to all. In contrast, there is no reasonable alternative to using the Lake Washington bridges for many drivers, and even less option to avoid the Tacoma Narrows

Bridge. Requiring either participation in all-electronic tolling or avoiding these bridges places a huge burden on drivers without transponders. It is worth noting that over 25% of drivers on the Tacoma Narrows Bridge currently pay via cash; these are people who would instead need to use a complicated phone/online per-trip option.

Although the Final Report of the 520 Tolling Implementation Committee asserts that electronic tolling supports variable tolling (p. 34), just the reverse is true. Variable tolling could be easily handled with cash payments; the amount of money charged simply varies depending on time of payment. In contrast, any system that separates the moment of payment from the moment of driving causes problems. If the toll is determined at time of registration, there will be incentive to “game” the system by registering at off hours; if determined at time of travel, there does not appear to be a way to prepay in cash. Perhaps the intent is to always charge pre-trip registrants at the highest variable toll, which is clearly unfair. Overall, we are concerned that tolling authorities will unreasonably bias toll rates in favor of transponders, placing a greater toll burden on those who can least afford it. A fair system would allow only relative collection costs to determine differences in tolls based on type of payment; that includes limiting the “administrative fee” for post-trip invoicing to the actual costs of sending the invoice.

SPECIFIC RECOMMENDATIONS

1) Provide payment lane(s) with no record kept of vehicle identity

The only way to ensure anonymity in travel is to prevent the creation of records of the travel. Once a record exists, there is no simply no way to ensure it will not be used, either by the lawful custodians of the record, or by unauthorized parties who gain access to it. All electronic toll payment methods require making a record of the identity of vehicles passing the toll point. In contrast, if tolls are paid in the traditional method via cash at a tollbooth, there is no need to record the identity of the traveler. Allowing cash payment also solves the equal protection problems discussed above, by providing a reasonable method for all individuals to pay tolls and gain access to a necessary thoroughfare. Accordingly, the ACLU urges the Legislature to mandate lanes accommodating traditional cash payments in any tolling project it authorizes; the only exception should be HOT lanes where travel remains freely available in adjoining lanes of the highway.

2) Retain records only as long as necessary to ensure payment of tolls

The ACLU recognizes that most frequent travelers will choose to take advantage of the convenience of a transponder, and even infrequent travelers may prefer the convenience of payment by phone. This choice should not be construed as a waiver of privacy. Instead, to the greatest extent possible, those travelers should retain the same anonymity as traditional cash payers. The key to this anonymity is the destruction of records of identified travel as soon as possible—which means as soon as payment for the toll has been processed. There may be some need to retain records for a period of even up to a few months to ensure payment from credit card processors, but once payment has been finalized, all records identifying the particular vehicle should be destroyed. DOT’s current retention period of 8½ years is cannot be justified as necessary to ensure proper payment of tolls. The ACLU urges the Legislature to both clarify that existing state law does not require a long retention period and to specifically require the destruction of identifiable toll records as soon as payment is finalized.

3) Implement legal prohibitions on secondary use of toll/travel records

Although destruction of records is the only guaranteed method of preventing their use and misuse, the Legislature can also take steps to protect toll or travel records while they exist. The experience of other jurisdictions using electronic tolling is instructive; those records are already in high demand for a variety of purposes, including both law enforcement and family law disputes. As tolling records become more detailed, it is likely the demand for them will grow for other purposes, including marketing. The best way to encourage people to adopt electronic toll payment methods is to guarantee that records of those payments will not be used for other purposes, period. The only reason the records are created is to facilitate toll payment, and that is the only use that should be made of the records. The Legislature should enact prohibitions on any other use of toll records by any party.

4) Implement legal safeguards against third parties reading transponders

In 2008 the Legislature recognized that the RFID chips in enhanced driver's license provided the technological capability to track individuals and enacted Chapter 9A.58 RCW to prohibit reading of those RFID chips except for border crossing purposes. Almost all of the same risks of inappropriate uses apply to transponders used for toll payments. Therefore, the ACLU urges the legislature to enact similar prohibitions on reading information on transponders for any purpose other than toll payment.

5) Allow cash payments for transponders, without registration to single vehicle

The current Good-to-Go! program allows cash payments for transponders, both to purchase the transponder itself and to replenish accounts. One would think, therefore, that this provides an anonymous method of travel, while providing many of the advantages of electronic payment. Unfortunately, that potential win-win solution is not realized in actuality—because the Department of Transportation requires registration of a transponder to a single vehicle. This not only defeats the possibility of anonymous travel, it also eliminates the possibility of moving a transponder between vehicles for those who use multiple vehicles, including car-share programs. The ACLU recognizes that some of these restrictions may be due to deficiencies in current transponder technology. For example, windshield-mounted transponder stickers cannot physically be moved between vehicles without damaging the transponder. We suspect that the registration requirement may also be due to deficiencies in technology, registration allows a transponder account to be charged based on the vehicle license plate when the transponder is not accurately read—which apparently happens hundreds of thousands of times per year at the Tacoma Narrows Bridge! Nonetheless, we believe that technological deficiencies are not a sufficient reason to intrude on the privacy of Washingtonians. The ACLU urges the Legislature to direct the Department of Transportation to adopt alternative procedures or technologies to eliminate the vehicle registration requirement and facilitate anonymous electronic toll payments.