

From: [Jones, Robert](#)
To: [Columbia River Crossing](#)
CC:
Subject: New Bridge Tolls
Date: Friday, May 02, 2008 2:49:00 PM
Attachments:

- P-0022-001** | I read in the paper today that not only are you considering tolls on a new I-5 bridge, but you're also not ruling out tolls on the existing I-205 bridge. Washington commuters who work in Oregon already pay 9% of their income to Oregon, and they can't even use the Oregon services for which they are paying. They pay out-of-state tuition, pay out-of-state recreational fees, and can't even vote on how their money is used (taxation without representation, I believe...) It is absurd that they would be asked to pay a toll in addition to 9% of their income just to come to work.
- P-0022-002** |
- P-0022-003** | Ask the Oregon State Legislature to pay our tolls - they already have our money.

Thank you,
 Bob Jones



P-0022-001

Tolling I-205 is not part of this project, but could be implemented separately. With few exceptions, federal statutes do not permit tolling of an existing interstate highway without associated improvements. FHWA does have pilot programs that allow state departments of transportation to apply for approval to toll a facility.

P-0022-002

Please refer to Chapter 4 of the FEIS for a description of the current plans for funding construction and operation of the LPA. This discussion provides an updated assessment of likely funding sources for this project, though it is not common practice to receive funding commitments prior to the completion of the alternative selection process. As described in the FEIS, project funding is expected to come from a variety of local, state, and federal sources, with federal funding and tolls providing substantial revenue for the construction. As Oregon and Washington businesses and residents will benefit from the project's multi-modal improvements, both states have been identified as contributors to the project.

P-0022-003

Tolling was evaluated in the DEIS and FEIS, and included in the LPA for two important reasons. First, a toll may be necessary to pay for the construction of this project, as discussed in Chapter 4 of the FEIS. Second, a toll provides a valuable travel demand management tool that encourages travelers to take alternative modes (including light rail provided by this project), travel at off-peak periods, or reduce their auto trips. This demand management reduces congestion and extends the effective service life of the facility. When the existing I-5 northbound bridge was built in 1917, it was paid for with a toll. The southbound I-5 bridge, built in 1958, was also funded partially by tolls. In 2008, the Washington legislature passed enabling language for tolling on I-5, provided that each facility is later authorized under specific legislation.

Once authorized by the legislature, the Washington Transportation Commission has the authority to set the toll rates. In Oregon, and the Oregon Transportation Commission has the authority to toll a facility and to set the toll rates.