

**From:** [Keane, Shirley A](#)  
**To:** [Draft EIS Feedback;](#)  
**CC:**  
**Subject:** I-5 crossing  
**Date:** Thursday, June 26, 2008 3:41:20 PM  
**Attachments:**

**P-0207-001** | I do not believe in a toll for the bridge as costs for toll collecting, the time and gas  
**P-0207-002** | wasted in line, will not be cost effective. Please ensure there is not a toll. Pay for  
the bridge with increased car registrations for both states.



### **P-0207-001**

Details and policies for the tolling system will be decided by the transportation commissions and legislatures of both states. However, the project has proposed and assumed that an electronic tolling system will be used. Electronic tolling collection (ETC) is a cashless toll collection system using the latest electronic technology. ETC promotes free-flowing traffic by eliminating the need for toll booths and allowing all vehicles to pay a toll without stopping.

ETC systems in use today allow drivers to purchase an inexpensive, credit card sized transponder that is placed on the inside windshield of their car. When driving through the toll collection point, radio equipment above the road scans the transponder and deducts the toll from the user's account. User accounts could be linked to a credit or debit card, or they could be prepaid.

Infrequent travelers without a transponder would be charged via a video camera that can quickly scan and photograph license plates. A bill for the cost of the toll and a processing fee can be sent to the registered vehicle owner.

All personal information necessary to use the ETC system would be maintained by the State DOT, as is now being done with WSDOT's Good To Go! Program that is collecting tolls for facilities such as the Tacoma Narrows bridge. The use of this information, like all personal information provided to the state, will follow state privacy guidelines.

### **P-0207-002**

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 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. As jurisdictions on both sides of the river seek to encourage non-auto travel, tolls are not anticipated for bikes, pedestrians, and transit users. Lastly, CRC assumes funds allocated to other projects and purposes would remain dedicated to those projects and purposes.