



From: mjbradl@juno.com
To: [Columbia River Crossing](#)
CC:
Subject: This has been need for some time
Date: Wednesday, May 28, 2008 9:06:50 AM
Attachments:

- P-0584-001** **The Bridge has been over crowded for many years.
 It will only get more expensive for our children or
 our childrens, children if we wait to make it
 accommodate the number of travelers.**
- P-0584-002** **Many years ago we had a toll on this bridge and
 after it paid for itself we took it off.
 Why not learn from the past successes.
 Plan the expansion to more than is currently
 needed as the population is only going up.
 Float the bonds to pay for it with the revenue from the
 tolls paying it off.
 Assure the people that when the bonds have been
 paid in full that the toll will be lifted.
 It worked in the past what is wrong with it working in
 the now and in the future.
 Yes maintaining will be needed but that is the
 responsibility of both states and shared it should be
 manageable.
 Just a thought from some one who remembers
 paying the toll and when it was lifted.**

P-0584-001

By 2030, the region's population is expected to increase by one million people. This increase will result in more people needing to travel between home, work, school, recreation, etc. In 2005, 135,000 vehicles crossed the Columbia River on the Interstate Bridge, which led to 4-6 hours of congestion each weekday. By 2030, 184,000 are predicted to cross the river, which would lead to 15 hours of daily congestion if no action is taken.

Congestion occurs when vehicle demand is greater than a transportation system's capacity. It results in slower speeds and increased travel times. CRC defines congestion as vehicles traveling less than 30 mph. The Columbia River Crossing project uses information gathered from Metro's nationally-recognized travel demand models to determine the project's effect on congestion. These models predict trip frequency, types or modes of transportation, destination, and time of day. Transportation planners use these models to analyze the effects of such factors as increased population and employment, transportation improvements, and new developments on the transportation system.

Based on the Metro model's past ability to predict transportation effects, the CRC project is confident in the data received from Metro and uses it to determine what impact the project will have on congestion. The improvements proposed by the project to the highway and seven interchanges will help better accommodate increased future vehicle traffic. New auxiliary lanes and longer on/off ramps will allow safer and more efficient merging and weaving to enter or exit the freeway. Narrow lanes and shoulders will be widened to current standards. Shoulders will be added where they are currently missing. All of these changes will improve the flow of traffic in the bottleneck area of the Interstate Bridge.

P-0584-002

The authority to toll the I-5 crossing is set by federal and state laws.

P-0584-003

**THANK YOU FOR LISTENING HAVE A GREAT
DAY**

WEEK - MONTH - YEAR

Federal statutes permit a toll-free bridge on an interstate highway to be converted to a tolled facility following the reconstruction or replacement of the bridge, and the CRC project would meet these conditions. Prior to tolling I-5, Washington and Oregon Departments of Transportation (WSDOT and ODOT) would have to enter into a toll agreement with the U.S. Department of Transportation (USDOT). State legislation from 2008 in Washington permits WSDOT to toll I-5 provided that the tolling of the facility is first authorized by the Washington legislature. Once authorized by the legislature, the Washington Transportation Commission has the authority to set the toll rates. In Oregon, the Oregon Transportation Commission has the authority to toll a facility and to set the toll rates. It is anticipated that prior to tolling I-5, ODOT and WSDOT would enter into a bi-state tolling agreement to establish a cooperative process for imposing tolls, set toll rates, and guide the use of toll revenues.

P-0584-003

Thank you for taking the time to submit your comments on the I-5 CRC DEIS.