



P-0818-001

Josephine Paterek

REGARDING BRIDGE CROSSINGS - I HAVE MAINTAINED FOR SOME TIME THAT ALL BRIDGES IN THE COUNTRY, EXCEPT ONE-LANE BRIDGES, SHOULD BE SUBJECT TO TOLLS, BASED MORE OR LESS ON WEIGHT, AND THE MONEY USED FOR REPAIRING THE BRIDGES. OTHERWISE THERE WILL BE MORE DISASTERS LIKE THE MINNEAPOLIS BRIDGE.

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Columbia River Crossing

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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.