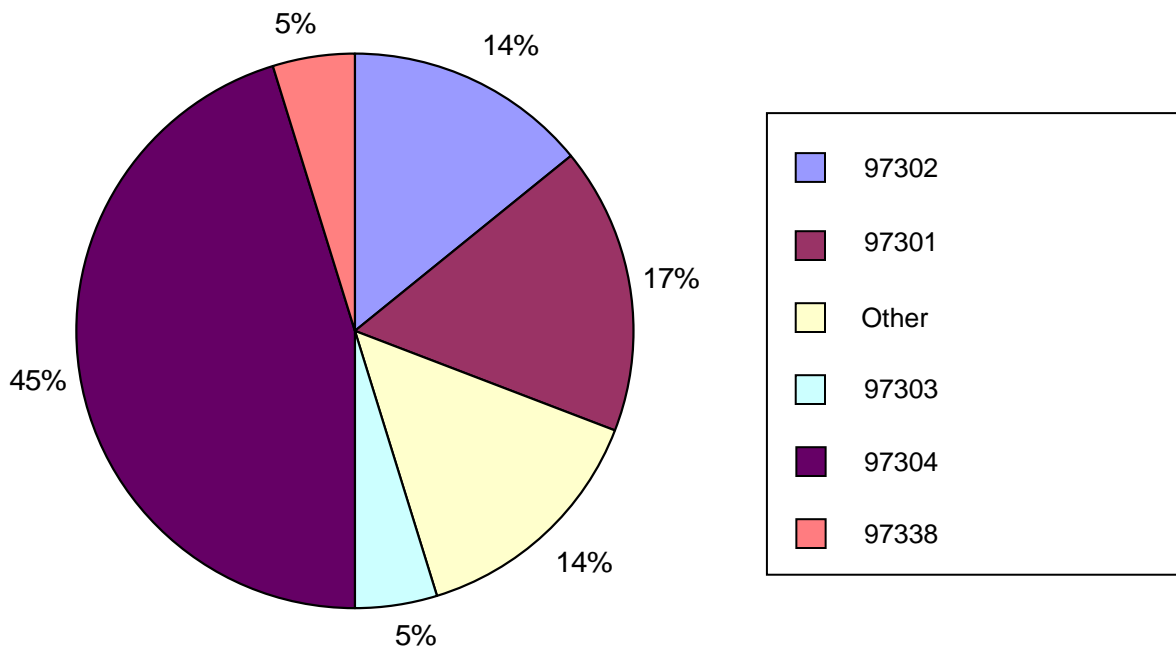


Online Funding Survey Results – May 2008

The seventh online survey for the Salem River Crossing project was active on the project web site from April 10 to May 18, 2008. A total of 42 responses were received during that time. It was not required that all of survey questions be completed. Results are detailed below.

What is your home zip code?	Number of responses	Percent of total responses
One response per zip code –97305 (Brooks), 97309 (Salem), 97351 (Independence), 97101 (Amity), 97306 (South Salem), 97361 (Monmouth)	6	14%
97301 (Downtown Salem)	7	17%
97302 (South of Downtown)	6	14%
97303 (North Salem and Keizer)	2	5%
97304 (West Salem)	19	45%
97338 (Dallas)	2	5%



Thank you for taking the funding survey. If you haven't already, please try out the [funding tool](#). It will let you test out different funding options and get an idea of what trade offs are involved with creating a funding plan.

The funding tool and this survey focus on local funding sources. While some portion of the project likely will be paid for using federal and state funds, the current funding climate indicates that local funding must be a significant portion of the total funding. Plus, local funding commitments are necessary to compete for state and federal funds.

We are not asking for your preference on which funding types to use or not to use. At this point in the project, we are most interested in understanding what you know about the funding options and how we can get you involved in the future development of the funding plan for the preferred alternative when it is chosen. A summary of the survey will be given to the Task Force and Oversight Team as a way to begin understanding funding issues in Salem.

Did you use the funding tool?	Response Total
Yes	88% (36)
No	12% (5)

Current cost estimates for the alternatives range from \$330 to \$675 million in 2012 dollars (adjusted for inflation). The project is considering several funding options (as shown in the tool).

Did the tool help you understand the funding options?				
	I didn't use the tool	I did not learn anything	I learned some things	I learned a lot
Local Fuel Taxes	28% (10)	6% (2)	56% (20)	14% (5)
Vehicle Registration Surcharges	21% (8)	5% (2)	65% (24)	14% (5)
Property Tax Levy	25% (9)	6% (2)	61% (22)	14% (5)
Tolls	22% (8)	8% (3)	53% (19)	19% (7)

We are interested in knowing which local funding sources you think should be considered further.

Local Fuel Taxes would increase the cost of gas at the pump by raising the overall cost of gas in these areas.

Vehicle Registration Surcharges are usually collected every two years. The state vehicle registration charge is currently \$54 every two years.

A **Property Tax Levy** raises revenue by charging a fee for every \$1,000 of assessed value of all of the properties within an area.

Tolls charge bridge users each time they cross the bridge. These charges include both the amount needed to pay for the project as well as the costs of collecting the tolls.

Should the local fuel tax option be considered further?	Response Total
Yes	33% (13)
Maybe	18% (7)
No	51% (20)

Why or why not?

- A local fuel tax will simply encourage drivers to leave the immediate area to purchase fuel, wasting gasoline in the process.
- I know gas prices are going up currently and people are distressed about it. However, if it added just a penny or two to each gallon, it might be worth considering. It least it would go toward something that I feel is a legit purpose for paying higher fuel prices.
- Spreads out the cost.
- Depends on how much increase and if it would be spread over both Marion & Polk Counties--fuel prices are so high now, it is ridiculous.
- ODOT, the city of Salem, and Marion and Polk counties should be united in lobbying Oregon Senators and Congressmen to bring home the bacon. It's about time Oregon benefited from federal dollars instead of being the rug that other states walk on. The feds should pay for the majority of this bridge and should have paid for it 20 years ago so this exercise would be moot. Where are these elected representatives that are always asking for our votes but then sit around and do nothing for the next four years? That includes the Mayor, Polk and Marion county commissioners, local legislators and the above mentioned federal electees.
- It is most fair since it taxes those most, who drive most.
- People who may never use the bridge would be paying for it. Those who do use the bridge might purchase their fuel at a no-added-tax location and therefore would not be paying for it.
- Get the price of fuel high enough and there wont be any traffic !!
- Fuel prices are already very high, so that might be very unpopular.
- Gas prices are already outrageous enough!!!
- I believe the cost of building is too high and residents are going to be too impacted financially for something that will only benefit some.
- Yes, road maintenance is related to fuel consumption which is related to miles driven. Infrastructure improvements should benefit most drivers, presuming the funds collected are targeted to Marion and Polk county roads.
- Fuel tax is the most appropriate funding mechanism for any highway project because it taps a funding mechanism that is dedicated for highway purposes; as such, no other funding source other than tolls should be used.
- Reserve fuel tax for funding alternative transportation plans BICYCLE LANES
- cost of fuel is too much and it is hurting people that depend on their cars for work
- This tax affects only those buying gas in the local area while many users who will use the bridge to access the coast, casinos, Portland area from the coast, etc., may buy gas other than the local area.
- Affects everyone who drives. Influences type of vehicle one buys.
- The state will be potentially increasing the gas tax in 2009. Voters will not support an increase at the state and local level.
- This is an expensive bridge that only encourages more homes to be built in West Salem. Everyone else in Salem does not directly benefit from construction of the bridge.

- Because if the US can spend money we don't have on illegal and corrupt politics we can spend the money we don't have on a much needed bridge for the welfare of the community
- gas is already too high
- Fuel is already too expensive for low income drivers.
- Cost of fuel is already too high and not everyone that buys fuel uses the bridges.
- Gas taxes should be the primary way to pay for road work and maintenance. However, because there will be a disproportionate benefit from the bridge, a city or countywide fuel tax should be only a small part of the mix
- Fuel prices are rising too fast already. We do not want to depend on a diminishing resource.
- It is one of the few ways to raise the necessary income and at the same time target a broader number of users.
- Portland gets new bridges and they don't seem to pay higher taxes. Eugene has a new bike bridge.
- Gasoline cost already too high and I do not approve of special "gas" taxes by city or county
- This would unfairly harm a few specific businesses by making it harder for them to compete with neighboring businesses not affected by the tax.
- With the volatility of fuel costs, and consumption being an unknown as we endeavor to conserve, it is not a funding stream that has solid accountability.

Should the vehicle registration surcharge option be considered further?	Response Total
Yes	49% (19)
Maybe	21% (8)
No	33% (13)

Why or why not?

- Generally, people won't have the option of registering their vehicles elsewhere. Also, vehicle owners use the bridge; it is fair to target vehicle owners.
- If it applied to all residents of Polk and Marion county, I think that a Vehicle registration surcharge could be something to consider. I actually think that if it was \$54 every 2 years and my family has 2 vehicles--I could afford and be willing to contribute \$108 every 2 years to go toward a new bridge option. It would almost be like a donation-- and I could justify that for my use of the bridges.
- Yes, but only if the surcharge applied to vehicles registered in Polk and Yamhill counties as well as Marion County. It should NOT be limited to vehicles registered with a Salem address. If it is not broader, it will lead to people registering counties outside of Marion County simply to escape the surcharge.
- Too small to help
- Again, depends on if the surcharge would be a reasonable amount.
- Again, it would not accurately capture those who are using the bridge. Non-users would be paying the same amount as users, which would penalize those who choose to work/shop on the same side of the river that they live on.
- We need several sources of income for this project.
- It can target exactly who you want to pay, and doesn't seem like such a big deal.

- Every one needs to be able to afford this. If it goes up to the point where people could not afford it they would not be able to drive ~ or ~ they will drive anyways and bring on a whole new set of problems
- Not all Marion County vehicles necessarily use the bridge or are impacted by improvements
- Not proportional to use; charges people who drive very little the same as people who drive a lot; charges people who will never use the bridge and even those who would see their homes destroyed -- sacrificed for the convenience of wealthy, white West Salem -- to pay for a bridge they never asked for.
- What is a \$2.00 charge every two years in the larger scheme of vehicle operating costs? Nothing!
- Oregon's registration is very cheap compared to many other states
- Another source of revenue although not directly related to use of the new bridge.
- Probably could raise the fee to \$60. for 2 years without bothering too many people
- A dollar per vehicle state wide would help and would equalize the load.
- Regular users of the bridge are a small fraction of the Marion/Polk county registrations. Unfair to tax those who chose to live and work on the same side of the river. Even Salem's TSP doesn't make promises about being able to live on one side of the river and work, play, shop on the other.
- Because if the US can spend money we don't have on illegal and corrupt politics we can spend the money we don't have on a much needed bridge for the welfare of the community
- One time pain that is over with fairly quickly.
- This is not my first choice, but vehicles use the bridge, so it would be more fair to put the cost on vehicles, even though not all in the counties use the bridges. Larger vehicles should pay more.
- This surcharge should be targeted to people who choose to live in West Salem, who would disproportionately benefit from a bridge
- It is pretty low now. I would NOT want to see registration become a major revenue source, but it could probably be doubled.
- Not the best source, but part of a mix of funding options
- how does Eugene get new bridges and a new bike bridge across I5?
- ODOT, the city of Salem, and Marion and Polk counties should be united in lobbying Oregon Senators and Congressmen to bring home the bacon. It's about time Oregon benefited from federal dollars instead of being the rug that other states walk on. The feds should pay for the majority of this bridge and should have paid for it 20 years ago so this exercise would be moot. Where are these elected representatives that are always asking for our votes but then sit around and do nothing for the next four years? That includes the Mayor, Polk and Marion county commissioners, local legislators and the above mentioned federal electees.
- I believe the cost of building is too high and residents are going to be too impacted financially for something that will only benefit some.
- the bridge would directly or indirectly benefit all drivers
- I fear it sets a precedent that will be abused in the future.

Should the property tax levy option be considered further?	Response Total
Yes	23% (9)
Maybe	39% (15)
No	41% (16)

Why or why not?



- A small levy could make sense and pass; however, so many bond measures already fail, and I believe a levy must be passed by the voters.
- Because not everyone who uses the bridge has to pay property taxes. A lot of people rent on either side of the river-how would they be taxed properly?
- Spreads out the cost
- Depends on how much increase and if it would be spread over both Marion and Polk Counties. Taxes are already high.
- It's a regressive tax.
- Highway improvement sometimes gets funding this way, but auto related fees seem more fair.
- Property tax fund too much now !!!!!!!!!!!!!
- Property taxes may increase with road, school, and CCC bonds that might be a tough sell.
- I am not sure about this one. I don't own a home but property taxes seem to always get hit when there is funds needed. So, at this point I would have to know what the current property tax levy is before I could make a judgment call.
- Only yes if focused on Polk County. The bridge primarily supports West Salem residents and the new developments in Polk County, according to the task force 63% of congestion users were traveling to and from work, i.e. choice. Hence, this might be considered analogous to a developer fee to pay for required infrastructure improvements.
- Absolutely not. The highway lobby got the gas tax dedicated to fund highway purposes---fine, live with it. Taxing people out of their homes, even people who don't have a car, is criminal.
- Some people do not own property.
- This bridge will be used by many people and the cost should be shared. The state and Fed. government should also pitch in. This bridge will be used by people living out side the area. Keep it fair.
- Another source of revenue although not directly related to use of the new bridge.
- Everything gets put on the property tax bill, the rich can afford it more than the poor too.
- There is value to residents in both Salem and Polk County to having a workable transportation system for crossing the Willamette.
- Same as vehicle registration (Regular users of the bridge are a small fraction of the Marion/Polk county registrations. Unfair to tax those who chose to live and work on the same side of the river. Even Salem's TSP doesn't make promises about being able to live on one side of the river and work, play, shop on the other.) Placing a property tax only on west Salem properties would seem fair.
- Small increases to property taxes yield large funding impact. Again, one time pain only.
- Because if the US can spend money we don't have on illegal and corrupt politics we can spend the money we don't have on a much needed bridge for the welfare of the community
- Because it is not fair to charge everyone that lives in these two counties as some may not even drive or use the bridge.
- Property taxes are a stable source of income, but even people who do not drive will pay them. So any property tax solution needs to include money for transit that will help make the entire community more livable. Raising property taxes to help pay for a bridge would only be fair if it is part of a bigger package -- so that all of the affected taxpayers will see benefits in their own neighborhoods.
- A tax needs to apply to all types of property not just residential. Home costs are high enough already. Is property value correlated to VMT? If yes, then it may be appropriate. If not don't use property tax for the bridge.
- Yes, but is already over used

- property taxes are too high already
- ODOT, the city of Salem, and Marion and Polk counties should be united in lobbying Oregon Senators and Congressmen to bring home the bacon. It's about time Oregon benefited from federal dollars instead of being the rug that other states walk on. The feds should pay for the majority of this bridge and should have paid for it 20 years ago so this exercise would be moot. Where are these elected representatives that are always asking for our votes but then sit around and do nothing for the next four years? That includes the Mayor, Polk and Marion county commissioners, local legislators and the above mentioned federal electees.
- I believe the cost of building is too high and residents are going to be too impacted financially for something that will only benefit some.
- property owners are not the only users of the bridge
- Another attempt to make the property owners pay for something that all travelers have access to including out of the area freight.

Should the tolling option be considered further?	Response Total
Yes	46% (18)
Maybe	13% (5)
No	44% (17)

Why or why not?

- While I believe that the new bridge will benefit Salem in many ways and serve us well for years to come, it is appropriate for those wishing to use the new bridge to pay a small toll to help cover the expense of building and maintaining it. Those wishing to avoid downtown congestion will probably be happy to buy a monthly pass at moderate cost to use with a drive-through lane. Features like toll booths could be easily added to the new construction. I'd suggest that the downtown bridges remain free of charge to prevent traffic backups in downtown. The infrastructure isn't present to handle toll-collection.
- I dislike this option the most. It would create more traffic as you line up to pay tolls and since I use the bridge twice a day, 5 days a week I would be very upset with additional delays, that's why we already have a problem. And if it costed up to \$4 each way to cross and I have to cross twice a day to get home and to work, I would travel to the Independence bridge and use that instead. The down fall to that would be that I and many others would only create more congestion on S. River Road and Commercial heading into downtown Salem. That would not fix the problem, just move the problem to a new location. Tolling would have to be easy to use and fast and not very expensive or I wouldn't be able to afford to cross the new bridge or the Marion St. Bridge on a work day basis. I imagine many others would have a similar problem.
- Tremendous slowdown of traffic during peak hours
- Tolls are a killer for me. I could not support any option that relied on tolls. It places an unreasonable burden on West Salem residents who have no alternative to using the bridge. It would stifle commerce, and further separate the East and West sides of our capitol city.
- Because those of us who have lived in W. Salem for years have no other option to get across the river, this has been discussed for years and years and if something had been done many years ago, the costs would have been so much lower. Why penalize W. Salem people who have no other options.
- Those who use the bridge would be paying for it. Those who are conservative and energy-conscious in their live/work/shop locations and their mode(s) of transit would not be penalized for the choices of others.

- This might be the most fair method of raising money for paying off the bridge building expense. It will only hit those who use the bridges.
- Paying tolls is a nuisance.
- This would be an East Coast disaster.
- Users should help the most. Would get at all kinds of traffic - holiday beach goers, commercial, etc, etc
- It targets the direct users of the bridges.
- I am not sure about this one either. It sounds good but if you think about it the people who would get hit the hardest would be the ones who commute.
- Yes, the users of the new bridge should pay the majority of the cost. Unless Oregon where to raise the fuel tax statewide, then those funds could be partially focused to construction of a bridge. These projects represent externalized costs.
- Although fuel taxes should generally be the primary source of funding for highway projects, bridges present unique opportunities to promote user-pay funding through tolls, so tolls should be the predominant funding stream here.
- You have a captive audience - take advantage of it.
- This bridge will belong to all Oregonians just like the other highways and bridges. Why should we toll this one when the others are not tolled?
- Directly related to use.
- Those who use it help pay for it.
- While not the most popular with commuters, all options should be considered. The fee would have to be reasonable.
- If west Salem / Polk county residents want a new bridge, they can pay a toll. Collecting it could be a trick. The proposed new bridge does not solve a regional transportation issue - it merely solves a rush hour local problem. Besides, why should the city of Salem encourage people to live in Dallas and Polk County?
- Definitely NO Because if the US can spend money we don't have on illegal and corrupt politics we can spend the money we don't have on a much needed bridge for the welfare of the community
- Building a new bridge should be re-evaluated. See my comments. If a new bridge is built, it should be funded by user-fees.
- No, because it would benefit all that drive in Salem and Keizer
- Repeated irritation each time you cross bridge. Good way to allocate directly to users, bad way to establish relationships with constituents, hard on poor.
- This is the fairest option, as those who use the bridges should pay for them.
- The lion's share of money from the project MUST come from a toll, because that will come from people who use the bridges.
- A new bridge has a high elasticity of demand. People will pay an appropriate toll; what choice do they have? Those who benefit pay.
- Not very convenient, but I like the idea it targets the broadest number of users. I believe this is a regional project. And should be funded that way.
- Oregon does not tend to like toll bridges.
- I believe the cost of building is too high and residents are going to be too impacted financially for something that will only benefit some.
- All users share in responsibility. Many states have been using this option successfully for many years.

We are interested in knowing your views of trade-offs between the costs and benefits of the local funding sources. Please tell us how fair, or equitable, you think each of the following funding sources would be for the project.

Local Fuel Taxes					
1 (fair)	2	3	4	5 (unfair)	I don't know
8% (3)	11% (4)	19% (7)	22% (8)	39% (14)	0% (0)

Who pays for and who benefits from a local fuel tax?

- While the consumer provides the cash outlay for a local fuel tax, the local business owner pays in lost revenues when customers leave the area to buy gasoline (and therefore all the other goods sold at convenience stores).
- Burden is placed only on those who "buy" fuel within a certain area when others also will use and benefit by the improvement of the bridges
- Of course there are trade-offs to a local fuel tax. Not everyone paying extra for their fuel would be using the bridges. On the other end, it would make it easy to collect the money without hindering delays traveling the bridges which a tollbooth might do. Plus, it could collect money in a convenient manner across both sides of the river and spread the costs over a larger population of people, those who have property and those who do not. So, it might be more fair than a property tax increase.
- All vehicle users pay and benefit
- Though local residents would end paying most of this fuel tax, travelers passing through would be making a contribution as well. Most of us have probably contributed to toll boxes in the Northeastern part of the United States when traveling. Local folks both would benefit in proportion to the amount of use of local roads that they required.
- With petrol at record levels, I'm surprised you'd even put this option out there.
- Would let non local users get by FREE.
- The people who buy gas in the local area pay, but it doesn't take into account those that use the bridge to travel from other areas, or commercial users. Those that actually use the bridge benefit, but all those who buy gas locally pay.
- Everyone pays and I suppose since you put it this way everyone benefits too. Hmmmmm sounds like a trick almost... lol. The cost of fuel is already so high that it is hard for people to afford it.
- Fuel purchasers. Those who drive or consume goods that are transported.
- Operators of vehicles using roads; also bicycle riders who benefit from a small percentage going to bike trails, lanes et al
- Everyone buying fuel in Salem would pay, but not all cross the bridge.
- all motorists pay fuel tax. West Sailemites benefit. Bicyclists/Pedestrians benefit, which is good.
- Don't we already pay excessive taxes and costs for fuel? Don't the big oil companies have enormous profits while we pay through the nose for fuel?
- consumers pay, government benefits
- Many people drive through Salem on their way to the coast and back; locals would shoulder disproportionate amount of costs.
- All drivers pay for a fuel tax, but not all drivers would use a bridge. Tolls need to be the primary way to pay for the project.
- Local people will pay most of a local fuel tax. People who commute to Salem or pass through will learn to buy gas elsewhere if the price here is relatively high. People outside the tax boundary

that use the bridge will benefit most. They will use the bridge, buy gas somewhere else and not have to pay.

- Locals
- This tax affects only those buying gas in the local area while many users who will use the bridge to access the coast, casinos, Portland area from the coast, etc., may buy gas other than the local area.
- Only local residents and small businesses may bear this burden while large commercial and out of area travelers will buy fuel outside the taxing area.

Vehicle Registration Surcharge					
1 (fair)	2	3	4	5 (unfair)	I don't know
11% (4)	19% (7)	22% (8)	22% (8)	22% (8)	3% (1)

Who pays for and who benefits from a vehicle registration surcharge?

- Local vehicle owners pay for a vehicle registration surcharge, and so long as the legislature permits it to be spent as intended, the proceeds will benefit local drivers.
- But only if applied to adjoining counties
- A vehicle registration surcharge would be an easy way to charge those who "might" use the bridges or do. Plus, you could charge one household multiple charges for multiple vehicles owned. It would benefit people who use the bridges on a regular basis and may feel unfair to those who don't use them as frequently or not at all.
- Doesn't raise enough funding
- Local vehicle registration surcharges would fall upon those living within the boundaries defined by our local government bodies. Those living near enough to Salem to pay the tax would also be likely enough to use the bridge or bridges to benefit proportionate to the tax they paid.
- How do you capture tourists, truckers and other county residents with this method? Once again, no sales tax Oregon gives away the farm to non-residents.
- Spread the load among all potential users.
- The payers depend upon how widely you add a surcharge to vehicle registration. If it's Marion and Polk County, then they pay. Bridge users benefit.
- I believe your question above should be about Vehicle Registration Surcharges and not local fuel tax. Anyways, we would all pay and again we would all benefit. I mean with another bridge everyone is going to benefit.
- I believe you mean vehicle registration fees. Vehicle owners pay, which are presumably the driver, or recipient of the convenience allowed by being able to drive. However not all vehicle owners in Polk and Marion County use the Salem bridges regularly.
- Owner of auto using public roads
- The new bridges benefits the entire area and also the State, it also another tool (spreads the pain of paying more taxes).
- The vehicle may never cross the bridge.
- All Marion county/Polk county motorists pay, west salemites benefit.
- Because if the US can spend money we don't have on illegal and corrupt politics we can spend the money we don't have on a much needed bridge for the welfare of the community
- Should expand funding base beyond locals only, since other, out of county drivers will use the bridge. No info on whether trucks would pay more than cars (they should).

- It is a regressive fee. The registration fee represents a larger portion of income for low income people than for higher income people. The registration fee could probably be increased some without becoming too much of a hardship. We don't want folk to avoid registering their vehicles because the cost is prohibitive.
- Locals
- Would this apply only in a "taxing district" If it is a state-wide registration surcharge it will result in an outcry of discriminatory taxing for the benefit of an individual region. It will also set a precedent that may not stop across the state.

Property Tax Levy					
1 (fair)	2	3	4	5 (unfair)	I don't know
6% (2)	25% (9)	19% (7)	14% (5)	33% (12)	3% (1)

Who pays for and who benefits from a property tax levy?

- Local residents and businesses -- property owners, and also renters through rent increases -- pay property tax levies. As long as the funds are dedicated to debt service, local drivers will benefit.
- A property tax levy would only be fair for those crossing the river who own property. It would not be fair for those who do not own property and are still using the service of the bridges. It would be a convenient way to collect a tax though.
- Spreads it out among all property owners - very few would not have use for the bridge at all
- Less targeted to those who actually drive, but still fair. Anyone living in the area benefits from more efficient transportation, though perhaps indirectly.
- How many new levies will be voted on this fall? SK schools, Chemeketa, Cherriots, etc. This tax with along with the above will tax fixed income folks out of their homes. How do you capture tourists, truckers and other county residents with this method?
- Use this if you want more folks to decide to move to another state. Too much depends on property tax now.
- Marion and Polk County residents pay, bridge users benefit.
- Only people who are homeowners will pay. Everyone benefits from another bridge so everyone should help pay. Interesting way to figure this out.
- Property tax should be focused on existing infrastructure projects, not new projects. The city and county presently under-recover adequate funds to maintain the transport network as it exists.
- Everyone who uses the bridge
- Just answered it in previous question - who is minding the store????
- The new bridges benefits the entire area and also the State, it also another tool (spreads the pain of paying more taxes).
- There is an economic benefit to most who live in the area to having a workable transportation infrastructure. I believe it would add value to their properties
- If tax is only applied to west Salem, nobody really "benefits".
- Because if the US can spend money we don't have on illegal and corrupt politics we can spend the money we don't have on a much needed bridge for the welfare of the community
- Local people use the bridge the most; allocates costs closely aligned with ability to pay; low irritation factor.
- A major caveat: The tax to pay for a bridge must be higher in West Salem, or else a levy would need to have a geographic diversity of projects so that one part of the city does not disproportionately benefit.

- Property owners pay; tenants do not. People with higher value property pay more than those with lower valued property. Property costs are a greater share of income for low income people than for higher income people. Not sure what the correlation is between property value and road or vehicle use.
- Locals
- All users of transportation improvements should pay a share of infrastructure improvements based on their impact on the system.

Tolls					
1 (fair)	2	3	4	5 (unfair)	I don't know
43% (16)	11% (4)	3% (1)	11% (4)	24% (9)	9% (3)

Who pays for and who benefits from tolls?

- Tolls are paid by those using the bridges. If only one funding option were to be selected, this would be the most fair and the most likely to pass with the voters. I realize that a combination of funding sources will be necessary.
- See my comments above. I could never support any toll system
- Only the people who cross the bridge would pay for the bridge when using the tolls. Seems like it would be the most fair process, however, if it isn't affordable for people crossing regularly or if it does not ease the traffic congestion, isn't convenient; It may not be used by those who can't afford it or it could increase traffic congestion and therefore people use alternative routes creating congestion, delays, more accidents, and the need for more road repairs elsewhere along the river.
- Ties up traffic, especially during peak hours
- Tolls are perhaps the very most fair method of paying for the project. Those crossing daily, could perhaps buy a monthly or yearly pass that would be discounted for quantity. Modern technology will allow drivers to pass through without actually having to stop and pay cash.
- If you love the East Coast transportation and political system, you'll love this form of irritation.
- Users should carry the highest proportion of the cost.
- Bridge users would be the ones to pay and benefit from a toll charge.
- Everyone would pay. Some more than others, like commuters in general. Commuters already pay a lot just commuting every day. So, I am not sure about this one.
- Hugely fair, then those who chose lifestyles that require the bridges get to pay for those bridges and impacts they have.
- Everyone who uses the bridge
- Just answered it - see above
- Paying tolls for use of the new bridges affects those using the improvement. Will tolls be placed on the existing bridges and then the question of fairness and another question of continuing to pay for an existing bridge (already paid for)???
- Not my favorite solution, but it does have people who use the bridge pay. I may decrease traffic from Polk County into Salem, which is not good for Salem businesses.
- Users of the new bridge pay. Other occasional users of the bridge benefit by only paying for occasional use. Bridge is being proposed to solve commuter traffic issues, so it seems appropriate to make commuters pay.
- Totally unfair I as do many other RESIDENTS cross the bridge daily, sometimes 3-4 times a day..... See my answers above...

- The most fair way of allocating costs. Also the most irritating, and the hardest on low income drivers. There was no info on whether trucks would pay more than cars (they should).
- Tolls are the fairest way to pay for a bridge. I would vote against any funding plan that does not rely for tolls for the majority of the project cost
- The people who use the bridge pay; others do not. The community at large benefits from a new bridge but does not have to pitch in to help pay for it.
- All users, but it seems rather awkward.
- All users of transportation improvements should pay a share of infrastructure improvements based on their impact on the system.

Do you have any other questions or comments to share with the project team?

1. The tool does not work properly. It subtracts tolls on the new bridge from the total instead of adding them in. 2. In the last range of survey questions, the question of "who pays for and who benefits from" repeats "a local fuel tax" for each question rather than the correct funding source. 3. It appears that tolls can pay for a substantial portion of the cost. 4. \$30.7M/year debt service seems reasonable, but I didn't see how we got to that number.

Personally, even though the tolls would probably be the fairest, I'm not sure people would use the bridges if it wasn't convenient, affordable for daily use, and truly cut down delays crossing. The downside might be that people will use other routes or just not spread their commerce from one side of the river to the other as freely. Or people may move to be closer to their jobs and skip the crossing completely. So, either sides of the river's economy could be affected from the loss of residents/workers.

If the #'s are correct, the tool is a good one.

Get funding from Congress. If they can fund a bridge to nowhere in Alaska, they can fund a necessary bridge in Oregon's capitol city. This is a major east/west transportation corridor used by the entire region, from Bend to Lincoln City.

This is an exceedingly expensive project that will have huge costs for at least 30 years. We need to thoroughly explore how to make the current infrastructure as efficient as possible with low-cost methods before we even consider such an enormous expenditure.

That we probably need more than one source of income for the project.

I suggest mostly fuel tax, small percentage from property tax, no toll. If you were to use a toll option IN ADDITION to any local taxes/surcharges, please provide a free-of-charge, in-motion, toll bypass device for local residents. Thanks for your work. You can't build it soon enough.

The survey and tool are designed to steer users in a certain direction in order to produce an "Aha" moment of realization that we need to tax ourselves into oblivion to get a bridge built. Our "leaders" need to show some united leadership and aggressively pursue federal funding even if it means twisting arms to the point of breakage.

Please consider other options to building a new bridge. The cost is astronomical and does not benefit everyone. Those who have chosen to work/live in the same area are not impacted by the drive to and from W. Salem. Commuters should find alternatives to car commuting and we should better use the resources we already have. We should be seeking grants for non/car alternatives that will take us well into the next century, not put a band-aid on a car addiction.

It takes quiet a bit to add up to what's needed. No easy answers.

You made some good points. Thinking about this in a totally different way really puts a new aspect on it.

It was not transparent in how calculations were done. I however was able to arrive at options that met my value set.

Appreciate time/effort going into this project.

The options should be expanded to more than Marion and Polk counties.

Funding major projects like this and other such as the Newberg Dundee Bypass, Sellwood Bridge, I-5 Bridges are problematic in these times of limited revenue resources.

This is a very expensive bridge, and it is difficult to pay for it. How much light rail or BRT could we build for this much money? How many new schools or parks could we build instead and still make

Salem a desirable city to live in?

The argument for a new bridge is based on projections of increased population and that future driving behavior will be the same as past patterns. However, the task force has not considered the impact on driving behavior of the following critical factors:

*The rapidly rising cost of fuel. The increase in fuel cost is not a short-term trend, but rather a chronic condition that will be prevalent for decades. There are many articles and studies that explain the impact of peak oil and rapid economic development in Asia on the long-term cost of gasoline in America.

*The impact of climate change. Make no mistake, climate change will drive changes in transportation behavior whether one agrees with the science or not. Excerpts from the "Final Report to the Governor A Framework for Addressing Rapid Climate Change," January 2008 clearly states that business as usual is no longer tenable: "The earth's climate is undergoing unprecedented change as a result of human activity, and this change will have significant effects on all Oregonians, their families, their communities, and their workplaces. A broad scientific consensus tells us that climate change is accelerating, and that it is happening at a speed that was unanticipated even recently.... We can no longer rely on our past experiences to help us predict and plan for future environments.... Currently, 71.4 percent of Oregonians drive alone to work, which produces far more greenhouse gases per person/mile than other modes such as carpooling, bicycling, walking, transit and rail.... reducing VMT is simply the single most effective way to reduce greenhouse gas emissions."

*Telecommunications technology. Telecommuting will become the preferred way for people to "go to work" especially in light of the two points listed above. Employers see telecommuting as a way to reduce costs because less office space will be required. For jobs that are focused primarily on data and information manipulation (many of the state jobs in Salem), the technology is already available for employees to work from home and to collaborate with colleagues in real time. The task force has used an historical perspective of transportation requirements to project future needs. However, this approach neglects new pressures and opportunities that were not factors in the past. The task force needs to incorporate the realities of the 21st Century on transportation before pursuing a single transportation project that will cost well over half a billion dollars.

We already pay enough in taxes and everything else, stop taxing us to death and get the funds from the coffers that are already overflowing.

I noticed the question header on the text boxes for #13, 14 and 15 are incorrect. I would stay away from any funding model that requires repeated payments. One-time or annual ouch is the best.

A new bridge is an expensive proposition that I'm not sure we can afford as a community, and it is a lower priority than other public needs. The community should put more emphasis on making the existing bridges work better -- and convincing people to drive less. We can improve transit, allow for emergency vehicles to cross the new pedestrian bridge when needed, and improve non-driving options such as sidewalks and creating a real network of safe bike lanes (that are NOT the shoulders of busy streets.)

Your funding tool is cumbersome to get through. The screen takes entirely too much time to read because it has a poorly functioning scrolling capacity. If you fix this, I bet your tool will get used more.

Small changes in the vehicle registration fees do not change the outcomes much.

Show how other bridges in Oregon are being funded. How did Eugene get new bridges? How are bridges in Portland funded?

This is a regional issue and should be funded by sources outside the immediate community. West Salem/Polk county residents shouldn't shoulder the entire burden of a bridge for a state expressway. Traffic comes from I-5 and crosses the bridge to service the coast and casino, Salem is merely in the way. Regarding funding, one option that is missing is saving. ODOT should have a budget line item for saving for future projects, that way when we want to do something we have the money to pay for it. Governments have the mentality of a teenager with a credit card, buy now pay later.