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**Subject:** DEIS Document Viewer Feedback  
**Date:** Saturday, May 03, 2008 6:40:38 PM  
**Attachments:**

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 Section: Draft Environmental Impact Statement  
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Comment or Question:

**P-0036-001** | I have driven the I-5 Bridge crossing since the 60's when the toll was on. I am complete  
**P-0036-002** | support of the Replacement bridge with a Light rail as part of that bridge. Using the old  
**P-0036-003** | bridge during the construction would allow use and then destroy the old brige when the  
 new one is installed. A toll should be in place as the old one. That is the toll should be  
 eliminated when the payment has been completed for the bridge.



### **P-0036-001**

Preferences for specific alternatives or options, as expressed in comments received before and after the issuance of the DEIS, were shared with local sponsor agencies to inform decision making. Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected a replacement I-5 bridge with light rail to Clark College as the project's Locally Preferred Alternative (LPA). These sponsor agencies, which include the Portland City Council, Vancouver City Council, TriMet Board, C-TRAN Board, Metro Council, RTC Board, considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force when voting on the LPA.

With the LPA, new bridges will replace the existing Interstate Bridges to carry I-5 traffic, light rail, pedestrians and bicyclists across the Columbia River. Light rail will extend from the Expo Center MAX Station in Portland to a station and park and ride at Clark College in Vancouver. Pedestrians and bicyclists would travel along a wider and safer path than exists today.

For a more detailed description of highway, transit, and bicycle and pedestrian improvements associated with the LPA, see Chapter 2 of the FEIS.

### **P-0036-002**

It is currently assumed that the existing I-5 bridge over the Columbia River would be demolished once traffic is transferred onto the new I-5 bridge.

### **P-0036-003**

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