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**To:** [Draft EIS Feedback](#);  
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**Attachments:**

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 Section: 2.2 Alternatives  
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Comment or Question:

- P-0102-001** Comment: Alternatives 2 and 3 are the only ones that make sense. I like re-using things, but the bridges are old and will only need more and more maintenance if they are not replaced. Also, we really need to address traffic and mass transit equally - this is, after all, an interstate. Light-rail would make more sense than the bus, only because it already goes to EXPO. It would be silly to have to transfer.
- P-0102-002** Question: Would there be tolls to get to and from the island (Hayden Bay?)

### P-0102-001

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-0102-002

Details of the tolling system are still being refined as the project development enters the final design stage. It is currently not anticipated that transit users, bicyclists or pedestrians will pay a toll. Additionally, certain toll discounts or waivers for other groups have been and will continue to be considered. The ultimate decision on any tolling options will be made by both the Washington and Oregon Transportation Commissions.