

**P-0960-001**

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

1 provide improved connectivity to the existing paths
2 on both sides of the river.

3 I also wanted to address the impact that
4 increased vehicle traffic volumes will have on
5 greenhouse gas emissions, climate change, and
6 health. Elevated levels of greenhouse gases have
7 significant impacts on air quality and related
8 health outcomes, including asthma and other lung
9 conditions. In addition, research has increasingly
10 showing the dramatic effect that overall climate
11 change will have on human health, not only because
12 of increases in air pollutants and allergens, but
13 also the depletion of water supply and quality,
14 spread of infectious disease, and extreme weather
15 conditions and related economic impacts to Northwest
16 economies. Therefore, strategies to reduce vehicle
17 miles traveled are necessary to ensure the health of
18 our residents.

19 I appreciate the opportunity to comment
20 this evening and urge you all to consider the health
21 impacts of the bridge alternative in your decision-
22 making. Thank you.

23 MR. HEWITT: Thank you.

24 Dave Johnston.

P-0960-001 25 MR. JOHNSTON: My name's Dave Johnston.

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P-0960-001 | 1 I've been a resident of Vancouver for -- since 1984.

P-0960-002 | 2 I favor the replacement bridge with light

P-0960-003 | 3 rail. I think it's a good green option. I'd like

P-0960-004 | 4 to see all the material used on the job made in the

P-0960-005 | 5 USA. I'd like to see good paying wages for the

| 6 people working on that bridge.

P-0960-006 | 7 I'd also like to, you know, see that

| 8 bottleneck that's really affecting the quality of

| 9 living for members or for people in the, you know,

| 10 city and stuff. It just increases all the time.

P-0960-007 | 11 And we need to do it in today's dollars, because

| 12 it's just going to skyrocket in the future.

P-0960-008 | 13 I'd also favor a toll on the bridge, as

| 14 long as it's got a sunset to that toll. Eventually

| 15 it will go away and not be a never-ending thing.

| 16 And that's about all I got.

| 17 **MR. HEWITT:** Thank you.

| 18 At this table -- if I haven't screwed this

| 19 up -- Lori Charlton? You're here?

| 20 **MS. CHARLTON:** I am.

| 21 **MR. HEWITT:** Terry Parker, Jim Kodawa

| 22 (sic), and John Russell. And Lori is the next

| 23 speaker.

| 24 **MS. CHARLTON:** Good evening. I'd like to

| 25 say "thank you" as well for the opportunity to

P-0960-002

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-0960-003

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

P-0960-004

The CRC project will receive federal funds. As such, it will follow all applicable federal rules and regulations on the origin and/or manufacture of materials to construct the project, such as the Buy America and Buy

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American programs. The project will also follow, to the extent allowable, all applicable Oregon and Washington state rules and regulations.

P-0960-005

The CRC project will receive federal funds. As such, it will follow all applicable federal rules and regulations on worker wages, such as Davis-Bacon and related acts. The project will also follow all applicable state rules and regulations, as described for Washington in WSDOT Standard Specifications and pertinent sections of the Revised Code of Washington; and for Oregon in Oregon Standard Specifications for Construction and pertinent sections of the Oregon Revised Statutes.

P-0960-006

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P-0960-008

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.