

preference for a two-bridge design. Therefore, the two-bridge design is being selected as the design for the SA.

### **River Crossing Bridge Type**

The decision to select the composite deck truss bridge type for the river crossing was based on many factors. As described above, the BRP was formed to provide recommendations on bridge type (the BRP's role is described in detail in Chapter 2 of the FEIS). The panel offered three bridge types for consideration that panel members believed would have less construction risk and be potentially less expensive to construct than the open web bridge type that was being considered at the time. The three options were: composite deck truss, cable stayed and tied arch.

In response to the BRP's options, ODOT and WSDOT recommended proceeding with the composite deck truss bridge type. The ODOT and WSDOT recommendation found that the composite deck truss is the most affordable, maintains the project schedule, minimizes environmental impacts, honors commitments to communities and stakeholders, would attract the largest pool of contractors thus allowing for the most competitive prices, and provides the least risk.

A NEPA reevaluation was also completed comparing the impacts from the composite deck truss bridge design to the impacts from the bridge designs evaluated in the DEIS (the DEIS did not specify a bridge type but instead defined the bridge based on a size, height, and width envelope). The reevaluation found that impacts from the composite deck truss bridge design would be similar, and FTA and FHWA determined that a supplemental DEIS was not necessary.

ODOT and WSDOT considered many factors to make the decision on preferred bridge type including, but not limited to, reducing and eliminating risks to project schedule and budget, affordability, impacts, and securing funding. The public, stakeholders, project advisory committees, other project sponsors, and local elected officials commented on the bridge type options. Listening sessions were held to receive public comment. On April 25, 2011, the Oregon and Washington governors announced the selection of the composite deck truss as the preferred bridge type which was subsequently adopted by the Project Sponsors.

### **Tolling**

Tolling of cars and trucks that use the I-5 river crossing is included in the SA as a proposed method to help fund the project and to encourage the use of alternative modes of transportation. The DEIS evaluated four tolling scenarios: no toll, "standard" variable tolling rate on the I-5 crossing, "higher" variable tolling rate on the I-5 crossing, and a "standard" variable tolling rate on both the I-5 and I-205 crossings. The "standard" variable tolling rate evaluated tolls ranging from \$1 to \$2 each direction, while the "higher" variable tolling rate ranged from \$1 to \$2.50. The FEIS used the "standard" variable tolling rate for the financial analysis. The toll would be included as a demand management and financing tool. The FEIS analyzed a variable toll rate, and the higher toll during peak hours would encourage travel during off-peak hours. Additionally, tolling provides a funding stream that will be used toward construction of the project.

The SA is expected to apply a toll on vehicles using the I-5 crossing.