

MEETING TITLE: Task Force Meeting

DATE: Wednesday, February 1, 4-6:30 p.m.

LOCATION: OAME, Main Conference Room
4134 North Vancouver (at North Skidmore), Portland, Oregon

Note: Please turn off all cell phones during the meeting as they can disrupt the audio and recording equipment. Thank you.

TIME	AGENDA ITEM	ACTION
4:00-4:05	January 4 Minutes	Approval
4:05-4:20	Public Comment	Receive public comment
4:20-5:30	Evaluation Framework	Recommendation
5:30-6:25	Component Presentation	Discussion
6:25-6:30	March Meeting agenda (Meeting is from 4-8 pm) <ul style="list-style-type: none"> • Step A Component Screening • Public Outreach 	Discussion

TriMet Route to the Task Force meeting from Portland:

From Downtown Portland (SW Salmon Street and 6th Avenue) take **TriMet Bus #40** (Mocks Crest to St. Johns) northbound to N Williams and Skidmore. OAME is 1 block west of this bus stop. For route information contact TriMet at 503-238-RIDE or www.trimet.org.

C-TRAN Route to the Task Force meeting from Vancouver:

From Downtown Vancouver (7th Street Transit Center) take **C-Tran Bus #105** (I-5 Express) southbound to Downtown Portland (SW Salmon Street and 6th Avenue). Transfer from Downtown Portland (SW Salmon Street and 6th Avenue) to **TriMet Bus #40** (Mocks Crest to St. Johns) northbound to N Williams and Skidmore. OAME is 1 block west of this bus stop. For route information contact C-TRAN at 360-695-0123 or www.c-tran.com.



700 WASHINGTON STREET
VANCOUVER, WA 98660
360-737-2726 | 503-256-2726

Steve Petersen

Appointee Representation

Portland Business Alliance

Current Occupation

Consultant

Background

Steve has been actively involved in Portland and Oregon business and economic development for 25 years. His work includes serving as Director of the Oregon Economic Development Department and Economic Development Director of the Portland Development Commission. Most recently, Steve has worked for CH2M Hill-IDC in Portland in the area of national industrial site selection and as Director of Services, Asia, located in Shanghai.

Other Accomplishments

Earned a bachelor's degree in geography and graduate work in urban and regional studies from Minnesota State University in Mankato, Minnesota.



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Brett Hinsley

Appointee Representation
Columbia Pacific Building Trades

Current Occupation
Business Agent, Cement Masons
Local #555

Background

Brett has been a resident of the North Portland Community for 29 years, and has been employed in the construction industry for the past 19 years. Brett has hands-on experience in building civil infrastructure and commercial and residential projects. He has been involved in the following transportation projects: Interstate MAX light rail system, Ross Island Bridge improvements, and Broadway Bridge overlays.

Affiliations

Member of the local Joint Apprenticeship Training Committee and Cement Masons Local #555 Executive Board. Delegate of the Northwest Oregon Labor Council, AFL-CIO.

Meeting: Columbia River Crossing Task Force
Meeting Date: January 4, 2006, 4–6:30 p.m.
Location: WSDOT SW Region Headquarters
11018 NE 51st Circle, Vancouver, Washington

Members Present:

Rich Brown, Bank of America
Rex Burkholder, Metro
Bob Byrd, Identity Clark County
Lora Caine, Friends of Clark County
Hal Dengerink, Washington State
University Vancouver (Task Force Co-chair)
Elliot Eki, Oregon/Idaho AAA
Dave Frei, Arnada Neighborhood
Association
Jill Fuglister, Coalition for a Livable Future
Lynne Griffith, C-TRAN
Jerry Grossnickle, Columbia River Tugboat
Association
Brad Halverson, Overlook Neighborhood
Association
Fred Hansen, TriMet
Henry Hewitt, Stoel Rives (Task Force Co-
chair)
Dean Lookingbill, Regional Transportation
Council
Dick Malin, Central Park Neighborhood
Association

Larry Paulson, Port of Vancouver, USA
Steve Petersen, Portland Business Alliance
Bart Phillips, Columbia River Economic
Development Council
Royce Pollard, City of Vancouver
Bob Russel, Oregon Trucking Association
Art Schaff, Washington State Trucking
Association
Jonathan Schlueter, Westside Economic
Alliance
Steve Stuart, Clark County
Jeri Sundvall, Environmental Justice Action
Group
Walter Valenta, Bridgeton Neighborhood
Association
Scot Walstra, Greater Vancouver Chamber
of Commerce
Tom Zelenka, Oregon Freight Advisory
Committee
Susie Lahsene for Bill Wyatt, Port of
Portland

Absent Members:

Sam Adams, City of Portland
Charles Becker, City of Gresham
Dr. Wayne Branch, Clark College
Serena Cruz, Multnomah County
Brett Hinsley, Columbia Pacific Building
Trades
Eric Holmes, City of Battle Ground
Monica Isbell, Portland Business Alliance

Ed Lynch, Vancouver National Historic
Reserve Trust
Mark McCloud, Greater Vancouver
Chamber of Commerce
Janet Ray, Washington AAA
Karen Schmidt, Washington Freight
Mobility Strategic Investment Board
Bill Wyatt, Port of Portland

Project Team Members Present:

Ron Anderson
Katy Brooks
Amy Echols
Jeff Heilman
David Parisi

Mike Baker
Rob DeGraff
Doug Ficco
Jay Lyman
Kris Strickler

I. Public Comment from Representative Deb Wallace

Washington State Representative Deb Wallace (17th District, including areas of Clark County) submitted a letter (Appendix A). She stated the importance of the Columbia River Crossing (CRC) and the Bridge Influence Area's impacts to the region and encouraged the project to approach transportation in the area as a system. She requested more engagement of east and north Clark County citizens in the CRC discussion.

Action: No action required.

II. Opening Remarks

After Task Force member introductions, Co-chair Hal Dengerink announced CRC Task Force Facilitator Katy Brooks' departure from the Task Force and her new position with the Port of Vancouver, USA.

Action: No action required.

III. Meeting Minutes

Action: The November 30, 2005, meeting minutes were adopted with no discussion.

IV. Project Purpose and Scope

Consultant Team Project Manager Jay Lyman presented the project purpose and scope. His presentation is available on the Web site.¹ The project is in the process of a National Environmental Policy Act (NEPA) Environmental Impact Statement (EIS) to select transportation improvements to address problems in the I-5 Bridge Influence Area. The Bridge Influence Area is the 5-mile segment between SR 500 in Washington and Columbia Boulevard in Oregon.

Ross Roberts, Metro, presented the history of regional transportation policy and planning as it relates to this project. David Parisi explained how the conclusions from the I-5 Trade Corridor Study and the I-5 Transportation and Trade Partnership led to recommendations to improve I-5 in the bridge influence area.

Jay explained that all alternatives were still being considered, and that information from prior studies as well as additional analyses would be used to evaluate alternatives. Hal stated that the Task Force's objective is to solve problems in the I-5 corridor and look at all alternatives. All alternatives that are proposed will be compared against each other to determine the options that best address the problems described in the problem definition.

Jay noted that the project scope was narrowed in the Problem Definition. Future alternatives will be measured against the Problem Definition. There will be regional transportation issues in the future that this Task Force will not be able to address, and which will be the focus of other

¹ www.columbiarivercrossing.org

projects. Members stated that this is a federal bridge and stressed the importance of trade and commerce in the I-5 corridor.

Action: No action required.

V. Public Comment

Comment received from six citizens; Travis Huennekens, John Charles, Kelly Love, Sharon Nasset, Jim Howell, and Vinton Erickson. Written comments are included in Appendix A. Summaries of verbal comments follow.

- Travis Huennekens stated his support for west side alternatives, including an I-205 beltway. He asked if the Task Force would consider specific options. Hal replied that the group would consider all alternatives.
- John Charles, president of Cascade Policy Institute, stated that the scale in the evaluation framework for measuring how well criteria perform should be quantitative. He also provided a comment to criterion 8, Cost Effectiveness and Financial Resources. He stated that cost effectiveness should be measured by the level of congestion reduced per dollar invested. He also suggested user fees to pay for facilities.
- Kelly Love, District Representative for Congressman Brian Baird, stated his staff will continue to monitor and communicate with WSDOT and ODOT.
- Sharon Nasset asked Task Force members to look at all options, including a west arterial. She would like addresses for Task Force members, and thinks that five to six groups composed of Task Force members are meeting outside the Task Force.
- Jim Howell, Association of Rail and Traffic Advocates, stated that he does not want an arterial-only option. He does not assume there will be a freeway bridge.
- Vinton Erickson emphasized the need for another corridor on the west side because Oregon Highways 26 and 217 are over-populated. He stated that corridors should be discussed, not a bridge.

Note: The full text of public comments is available in the meeting transcript posted on the CRC Web site.²

VI. Report on Public Involvement Comments regarding Vision and Values Statement

Jeff Heilman presented the Summary of Scoping Comments related to the Task Force's Vision and Values Statement. His presentation is available on the Web site.* Jeff summarized both consistent and contradictory comments for each value. Over 2,000 comments were received, the vast majority of those validating the values. The priorities chosen most often were reducing commute time, sound financial plan, and improving transit between Portland and Vancouver.

Results from a voluntary (not random) survey can be found in the Environmental Impact Statement Public and Agency Involvement Scoping Update distributed at the November 30, 2005 Task Force meeting.

² www.columbiarivercrossing.org

Action: No action required.

VII. Evaluation Framework

Mike Baker provided an overview of the Evaluation Criteria. The evaluation framework sets the process by which the project team will screen and evaluate components and alternatives. Hal noted that specific concerns and comments would be received section by section.

Note: Task Force questions and comments are in *italics*, staff responses are in (parentheses).

Criterion 1: Community Livability and Human Resources

- *Proposed a criterion that measures the impacts of transportation on land use.*
- *Is adding “prehistoric” to criterion 1.6 a requirement of NEPA?*
(Measuring impacts on prehistoric cultures is a requirement.)
- *Requested that technical changes and changes based on opinion be noted as such.*
- *Task Force members requested that criterion 1.8 include “regional plans” since this is a regional issue.*
- *Requested positive language in criteria 1.1 through 1.7.*
- *Proposed that criterion 1.9 include a means of addressing the community’s interest in an architecturally significant bridge.*

Criterion 2: Mobility, Reliability, Accessibility, Congestion Reduction, and Efficiency

- *Redundant language in the phrase “delay on I-5 in the I-5 corridor” in criteria 2.1 and 2.2.*
- *Requested that I-5 corridor be defined for clarification, and that “I-5 corridor” and “Bridge Influence Area” need to be used uniformly in both columns.*
- *Questioned the addition of criterion 2.6 specifying vehicle throughput.*
(Task Force members wanted vehicle and person throughput separated. High occupancy vehicle lanes would increase person throughput, but not vehicle throughput. Need to measure both mass transit and cars.)
- *Requested better wording of criterion 2.4 because it only seeks to maintain accessibility in the Bridge Influence Area. The Bridge Influence Area connects people to other areas and facilities as well.*

Criterion 3: Modal Choice

- *Expressed concern that criterion 3.4 is out of place because it decreases modal choice.*
- *Suggested that a distinction between discretionary and non-discretionary single occupancy vehicle travel be made in criterion 3.4.*

Criterion 4: Safety

- *Requested clarification of criterion 4.3’s performance measure, because it was interpreted to be recommending further lift restrictions.*

(Staff does not intend to increase the hours of the day when bridge lifts are prohibited; they will assess lift restrictions as an outcome of possible alternatives.)

- *Task Force members asked if Americans with Disabilities Act (ADA) standards are automatic.*

(Staff added ADA language to performance measure 4.2 for clarity.)

Criterion 5: Regional Economy; Freight Mobility

- *The language in criteria 5.5 and 5.3 should mirror each other.*
- *Similarities in criteria 5.2 and 5.4.*
- *Freight movement is important to ports.*

Criterion 6: Stewardship of Natural Resources

- *Asked that the words “enhance” and “maintain” be used instead of the current language.*
- *Confusion over grammatical changes made by resource agencies.*

(Resource agencies requested the language.)

- *Request that facility operations, in criterion 6.6, should not refer to vehicles consuming more energy.*

Criterion 7: Distribution of Benefits and Impacts

No changes.

Criterion 8: Cost Effectiveness and Financial Resources

No changes.

Criterion 9: Bi-State Cooperation

No changes.

Criterion 10: Constructability

- *Questioned criterion 10.3 because they wanted to accommodate future technologies, not expansion.*

(The criterion reflected the possible expandability of the project. Members replied that they were talking about technology.)

Action: No action required. Task Force members were requested to forward any additional comments to staff prior to the anticipated approval of the Evaluation Framework at the February 1 Task Force meeting. It was emphasized that, when measuring criteria, the outcome, rather than the words used, is what matters.

VIII. 2006 Meeting Schedule and Topics for February Meeting

The schedule for meetings in 2006 was distributed to the members.

Next meeting Date/Location:

Wednesday, February 1, 2006, 4:00–6:30 p.m.
OAME, Main Conference Room
4134 North Vancouver (at North Skidmore)
Portland, Oregon

Tentative Agenda

Discussion and adoption of evaluation criteria. Introduction to project components.

1-24-06

2006 Task Force Meeting Dates and Topics

MEETING DATE	KEY AGENDA ITEMS	ACTIONS EXPECTED
January 4	Evaluation Framework Project Purpose & Scope	Discussion Discussion
February 1	Evaluation Framework Component Presentation	Recommendation Discussion
March 22, (longer meeting, 4-8:00 p.m.)	Component Screening Results, Alternative Packages Plans for Public Outreach	Discussion
April 26	Alternative Packages	Discussion
May 17	Alternative Packages Results of Public Outreach	Recommendation
June 14 (longer meeting)	Criteria Weighting Workshop	Criteria Weighting
July 12	Tolling Issue Other Key Issue	Discussion
August 16 (optional)	Key Issues	Discussion
September 27	Alternative Ranking Presentation Plans for Public Outreach	Discussion
October 11 (longer meeting)	Alternative Ranking	Discussion
November 29	Alternative Selection for DEIS Results of Public Outreach	Recommendation
December (optional)	Alternative Selection for DEIS	Recommendation (if not made in November)

January 26, 2006

TO: Columbia River Crossing Task Force Members
FROM: Henry Hewitt, Hal Dengerink, Co-Chairs
SUBJECT: Evaluation Criteria Recommendation
COPY: CRC Team Members

Attached is the recommended Evaluation Framework for final review and adoption at the February 1, 2006, Task Force meeting. We appreciate all of your hard work over the past few months on this document.

Please take a final look at the framework prior to our meeting. We have attempted to respond to each of the comments received at our last meeting.

Keep in mind that we are focusing on *measurables*, and not *aspirations* for the project. In other words, the criteria define for us what will be measured as we evaluate components and alternatives. As we begin the component screening process, components that enhance an important resource will score higher than those that merely avoid or minimize impacts.

As a group, we have spent portions of several meetings discussing how to phrase the criteria dealing with important community and natural resources. We have struggled with how to phrase criteria to include the words *avoid*, *minimize*, and *enhance*. The text changes shown in the Step B table retain that language, in a sentence structure that comes strongly recommended by our regulatory agency review group, InterCEP (Interstate Collaborative Environmental Process). We hope to be able to accept that text and move forward, as the terms directly mirror the regulatory requirements that the agencies are responsible for implementing.

Please note two changes in the upcoming meeting schedule:

- **March 22, 2006, Meeting**—this meeting will take place from 4–8 pm, in order to adequately discuss project components and initial screening. As part of that discussion, we will also have a presentation of the results of our safety analyses of the I-5 bridge influence area. Dinner will be provided.
- **April Meeting**—Due to scheduling conflicts, this meeting will be moved to **Wednesday, April 26, 2006**. Please note this on your calendars.

Final Draft: Screening and Evaluation Framework

This framework establishes a logical process for narrowing (or screening) the large number of transportation components that will be generated at the outset of the project. The framework also establishes criteria and related performance measures to:

- Measure the effectiveness of components and subsequent alternative packages in addressing the problems identified in the *Problem Definition*, and
- relate the degree to which community values as identified in the CRC Task Force's *Vision and Values Statement* are achieved.

The project will use the same criteria throughout the process. However, measures for gauging the performance of alternatives against the criteria will become successively more specific and may be modified as more detailed data becomes available.

Through successive screening, the most promising components are packaged into viable alternatives. These are then narrowed further to provide alternatives to be considered in the Draft Environmental Impact Statement (DEIS). Components and alternatives that do not pass from one screening level to the next will be dropped from further consideration. Ultimately, the evaluation criteria will be used to support selection of a preferred alternative.

Generation of Components

The I-5 Transportation and Trade Partnership *Final Strategic Plan* provided recommendations to shape transportation improvements on I-5 between Columbia Boulevard in Portland and State Route (SR) 500 in Vancouver, an area referred to as the "bridge influence area." However, many of the recommendations were not specific, leaving many ways to package and implement solutions. In addition, new ideas requiring further evaluation may surface through the National Environmental Policy Act (NEPA) scoping process.

Schedule

The project team will follow this screening schedule:

- Feb/April 2006 — Component screening and packaging of remaining components into alternatives to be evaluated further
- Late fall 2006 — Screening of alternatives and deciding which alternatives will be evaluated in the Draft Environmental Impact Statement (Draft EIS)
- Early 2008 — Selection of a preferred alternative

The evaluation framework is comprised of three elements, which are attached:

Contents

The following materials comprise the remainder of this framework:

- **Glossary of terms**
- **Overall Steps in the Screening and Evaluation Process**
- **Component Screening Step A**
- **Component Screening Step B**
(Criteria from Step B are also used during the alternative package screening and selection of a preferred alternative)

Glossary of Terms

Component- A specific idea proposed to address one or more of the identified needs in the I-5 bridge influence area. For example, each of several viable river crossing ideas is a separate component under the “river crossing” category.

Transportation Category- Components are organized and screened among eight (8) transportation categories based on the nature of the component. For example, all transit components (bus, light rail, other) are organized within the “transit” category and all river crossing components within the “river crossing” category. Due to their common reliance on highway and bridge facilities, bicycle, pedestrian, and freight components will be screened jointly with roadway and river crossing categories.

Screening- The process of assessing and narrowing the range of components and alternative packages relative to established screening criteria and documentation of the screening process and resulting outcomes. Screening represents the body of work completed in forming the range of alternatives to advance into the EIS. Component screening occurs within and not across transportation categories. Alternative packages are screened relative to one another.

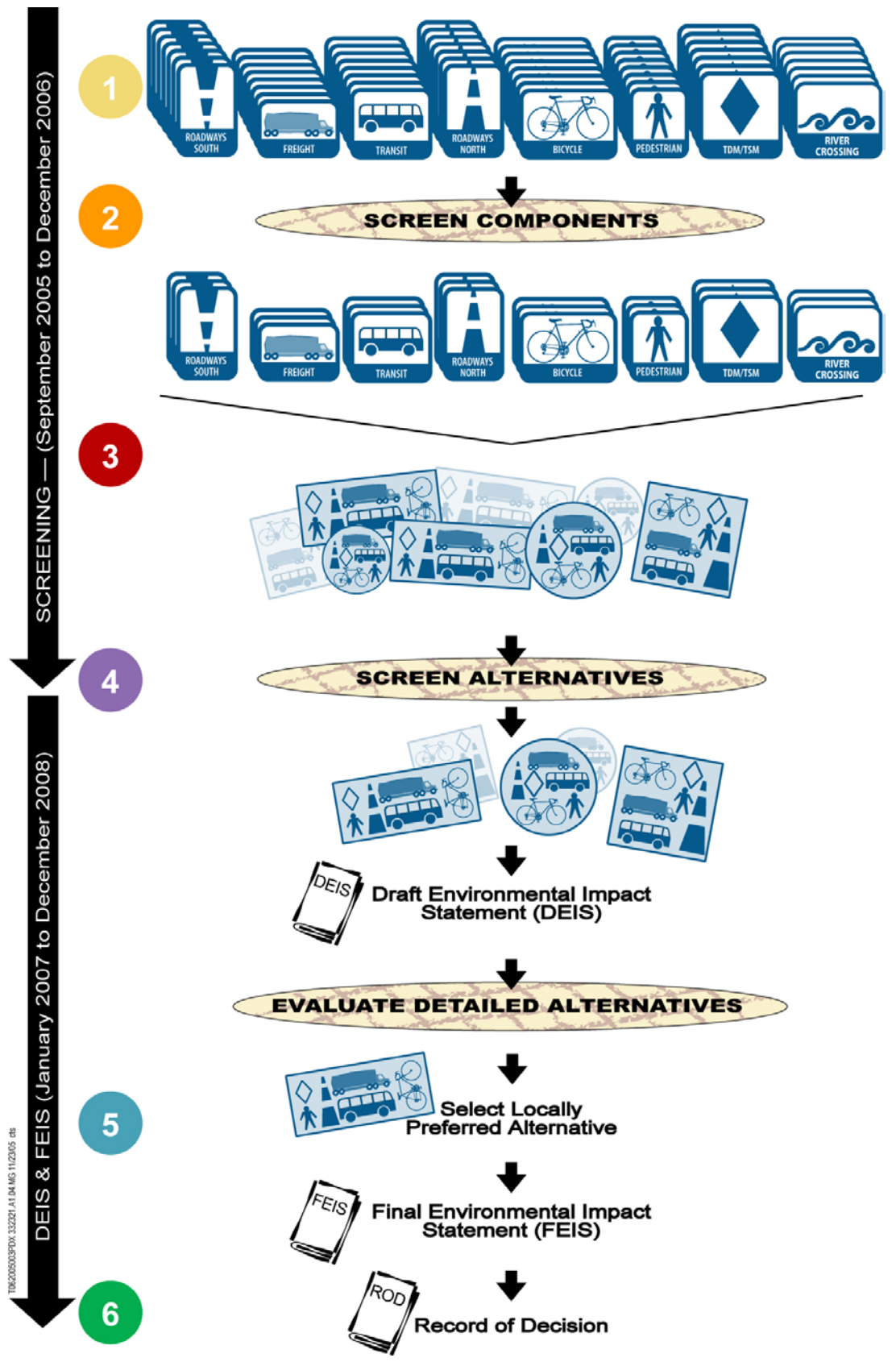
Criteria- Principles reflecting the CRC Task force adopted *Vision and Values Statements* by which components and alternative packages will be considered.

Performance Measure- Used to assess the degree to which the established criteria are satisfied. Measures are mostly qualitative during component screening given limited available data and become more quantitative during alternative package screening and selection of a preferred alternative as detailed data is generated.

Alternative- The end result of the screening process, each alternative is a carefully matched and fully formed assembly of components intended to address the project purpose and need and allow for comparison of performance relative to established evaluation criteria.

Evaluation- Different and distinct from screening, evaluation is the process of comparing and contrasting the adopted range of alternatives during the EIS, leading to selection of a preferred alternative. Performance measures at this stage are the most quantifiable.

Scoping Process- A process for early identification of potentially significant environmental issues and suggestions for potential improvements. This process begins with a project/process introduction to the environmental review agencies and the public, initiating coordination and involvement activities that will span the life of the project.



Steps in the Screening and Evaluation Process

1

Identify Transportation Components

To begin, a wide range of improvement ideas (or components) will be generated from two sources: (1) recommendations in the 2002 I-5 Transportation and Trade Partnership Final Strategic Plan; and (2) additional suggestions from the public and affected agencies received during the National Environmental Policy Act (NEPA) scoping process. The project team will organize these components into transportation categories to make the process of screening the components more clear: Roadways North, River Crossing, Roadways South, Freight, Transit, Bicycle/Pedestrian, and Transportation Demand Management (TDM)/Transportation System Management (TSM).

2

Screen Components

Component screening occurs using a two-step process (Steps A and B) for each component within the above categories to successively narrow the number of possible solutions. **Step A** is a pass/fail process in which transportation components are screened against questions derived from the *Problem Definition* (See attachment *Step A: Component Screening*). To determine if each component offers an improvement, they will be compared to the No Build condition. Components that pass in Step A will be evaluated further against **Step B** criteria that were developed to reflect values identified in the CRC Task Force's *Vision and Values Statement* (See attachment *Step B: Component Screening*). Project staff will rate each of the remaining components numerically on an established scale (for example 1-5) using data drawn mostly from previous studies. They will identify components that perform better than others in each category and recommend which components to advance for inclusion in alternative packages. Results will be presented in a Component Screening Report. Although many of the components may have benefits that extend beyond the bridge influence area, for this component screening, measures will focus on changes within the bridge influence area.

3

Assemble Alternative Packages

Project staff will assemble a representative set of alternative packages spanning the bridge influence area from the components that pass the first screening. Alternative packages will include components from each transportation category that blend together in a logical manner considering, for example, alignment and operational requirements. In some instances, one alternative package may sufficiently represent several other possible component combinations for analysis purposes. Assembling alternative packages allows project staff to model and analyze the integrated transportation system performance of I-5 within the bridge influence area, as well as other impacts and benefits, that cannot be assessed at the component level. Agreement on the range of alternatives to be considered is a major decision point in the project development process.

4

Narrow Range of Alternatives

Further screening will reduce the set of alternative packages to a reasonable range of Build Alternatives for comparison with the No-Build Alternative in the Draft Environmental Impact Statement (EIS). Performance measures will be modified to take advantage of new data available at this point in the project. Project staff will rate the performance of each alternative against these measures and will summarize results in an Alternatives Analysis Report. The most effective packages will advance into the Draft EIS either "as is" or after being modified based on screening results. Agreement on the alternatives to be evaluated in the Draft EIS is a major decision point in the project development process.

5

Select a Locally Preferred Alternative

Following preparation of the Draft EIS, project staff will again compare alternatives against the evaluation criteria using more detailed data compiled during preparation of the Draft EIS. This evaluation will be presented in a report to support selection of a preferred alternative. Agreement on the preferred alternative is a major decision point in the project development process.

6

Secure Federal Approval

The project team will document the locally preferred alternative in the Final EIS and submit it to the Federal Highway Administration and the Federal Transit Administration for approval. If all requirements have been met, these agencies will issue a Record of Decision to document final selection of the alternative to be built.

Step A: Pass/Fail Transportation Component Screening

Component: _____ Screening Questions	Roadway North/ Freight/ Bicycle/ Pedestrian	River Crossing/ Freight/ Bicycle/ Pedestrian	Roadway South/ Freight/ Bicycle/ Pedestrian	Transit	TSM/ TDM					
						Pass	Fail	Not Applicable	Unknown	Reason(s) to Drop
Does the component achieve the following?										
Increase vehicular capacity or decrease vehicular demand within the bridge influence area? For example, will the component provide additional travel lanes, remove a constraining bottleneck, or provide other modes of travel that can reduce the demand to travel by vehicle in the I-5 bridge influence area?	♦	♦	♦	♦	♦					
Improve transit performance within the bridge influence area? For example, will the component provide an exclusive high-capacity transitway, transit preferential lanes or other bus-specific improvements enough to improve transit capacity and performance in the bridge influence area?				♦	♦					
Improve freight mobility within the bridge influence area? For example, will the component provide truck freight priority or increase vehicular capacity or reduce vehicular demand enough to improve truck-hauled freight movements and reduce truck congestion in the bridge influence area? Will it improve or maintain access to existing freight facilities?	♦	♦	♦		♦					
Improve safety and decrease vulnerability to incidents within the bridge influence area? For example, will the component eliminate or minimize features that may be attributable to incidents within the bridge influence area such as a key bottleneck, closely spaced on and off ramps, or narrow shoulders?	♦	♦	♦	♦	♦					
Improve bicycle and pedestrian mobility within the bridge influence area? For example, will the component provide a continuous, connected and functional bicycle and pedestrian facility across the Columbia River?	♦	♦	♦							
Reduce seismic risk of the I-5 Columbia River crossing? For example, will the component seismically retrofit the existing Columbia River crossing and/or provide a new crossing that meets seismic standards?		♦								

Notes:

- Components will be screened only against the questions relevant to their categories (indicated by ♦)
- Components that fail the relevant questions will be screened out, and the only way components will be prevented from proceeding to Step B component screening is if they receive a "fail" rating.
- Bicycle, pedestrian, and freight components will be evaluated with the roadway and river crossing categories given their inter-relationship.
- All components will be compared to the No Build, which includes transportation improvements adopted in the regional transportation plans but no improvements at the Columbia River crossing.

Step B: Component Screening (1-18-06)		Suggested Changes per: Task Force ¹ , Resource Agencies ² , Staff ³ (compiled since November 30 Task Force Meeting)	
Criteria		Component Screening Performance Measures	
1 Community Livability and Human Resources			
1.1 Avoid, then minimize adverse impacts to, and where practicable reduce, ² noise levels	1.1 Magnitude (on a qualitative scale) of residential properties within approximate noise impact contour	1.2 Avoid, then minimize adverse impacts to, and where practicable enhance, ² neighborhood cohesion	1.2 <i>Criteria 1.2 to be assessed during alternative package screening</i>
1.3 Avoid, then minimize adverse impacts to, and where practicable enhance, ² air quality	1.3 <i>Criteria 1.3 to be assessed during alternative package screening</i>	1.4 Avoid or minimize residential displacements	1.4 Magnitude (on a qualitative scale) of residential properties crossed by component's conceptual footprint
1.5 Avoid or minimize business displacements	1.5 Magnitude (on a qualitative scale) of commercial/industrial properties crossed by component's conceptual footprint	1.6 Avoid or minimize adverse impacts on historic, prehistoric ² and cultural resources	1.6 Magnitude and significance (on a qualitative scale) of historic, prehistoric ² and cultural resource properties crossed by component's conceptual footprint
1.7 Avoid, then minimize adverse impacts to, and where practicable enhance, ² public park and recreation resources	1.7 Magnitude and significance (on a qualitative scale) of public park and recreation resources crossed by component's conceptual footprint	1.8 Support development/redevelopment opportunities consistent with ³ local comprehensive plans, including jurisdiction-approved neighborhood plans	1.8 <i>Criteria 1.8 to be assessed during alternative package screening</i>
1.9 Incorporate aesthetic values of the community in the project design ¹	1.9 <i>Criteria 1.9 to be assessed during alternative package screening and/or alternative evaluation</i>	2 Mobility, Reliability, Accessibility, Congestion Reduction, and Efficiency	
2.1 Reduce travel times and delay in the I-5 corridor and within the bridge influence area for passenger vehicles	2.1 Potential (on a qualitative scale) for component to improve peak-period ³ passenger vehicle travel times and delay in the I-5 corridor and within the bridge influence area	2.2 Reduce travel times and delay in the I-5 corridor and within the bridge influence area for transit modes	2.2 Potential (on a qualitative scale) for component to reduce peak-period ³ travel time and delay for transit vehicles in the I-5 corridor and within the bridge influence area
2.3 Reduce the number of hours of daily highway congestion in the I-5 corridor and ¹ within the bridge influence area	2.3 Potential (on a qualitative scale) for component to reduce the number of hours of daily highway congestion in the I-5 corridor and ³ within the bridge influence area	2.4 Enhance or maintain accessibility of jobs, housing, health care and education to travel markets served by the I-5 Columbia River crossing ³	2.4 <i>Criteria 2.4 to be assessed during alternative package screening and/or alternative evaluation</i>
2.5 Improve person ¹ throughput of I-5 Columbia River crossing	2.5 Potential (on a qualitative scale) for component to increase the level of persons crossing Columbia River via I-5 by mode during the peak period ³	2.6 Improve vehicle throughput of I-5 Columbia River crossing ¹	2.6 Potential (on a qualitative scale) for component to increase the peak-period ³ level of vehicles by mode crossing Columbia River via I-5
3 Modal Choice			
3.1 Provide for multi-modal transportation choices in the I-5 corridor and within the bridge influence area ¹	3.1 Potential (on a qualitative scale) for increasing transit capacity as a percentage of total daily capacity and peak period capacity across the I-5 Columbia River bridge	3.2 Improve transit service to target markets in the I-5 corridor and within the bridge influence area ¹	3.2 Potential (on a qualitative scale) to improve transit service in the I-5 corridor to identified travel markets considering frequency, connectivity, span of hours, number of transfers, and travel time
3.3 Improve bike/pedestrian connectivity in the I-5 corridor and within the bridge influence area ¹	3.3 Ability (on a qualitative scale) to improve connectivity of bicycle and pedestrian trips in the I-5 corridor and through the ³ bridge influence area	3.4 Increase vehicle occupancy in the I-5 corridor and within the bridge influence area ³	3.4 Potential (on a qualitative scale) for component to increase vehicle occupancy in the I-5 corridor and ³ within the bridge influence area
4 Safety			
4.1 Enhance vehicle/freight safety	4.1 Potential (on a qualitative scale) for component to improve vehicle/freight safety within the bridge influence area	4.2 Enhance bike/pedestrian facilities and safety	4.2 Quality (on a qualitative scale) of bicycle and pedestrian pathways provided within a component, considering design standards such as ADA compliance
4.3 Enhance or maintain marine safety	4.3 Quality (on a qualitative scale) of navigation channel geometrics to accommodate ship movements considering necessary tug and barge turning maneuvers and hazards of additional lift restrictions ³	4.4 Enhance or maintain aviation safety	4.4 Ability (on a qualitative scale) to accommodate FAA clearance zone for Pearson Airpark
4.5 Provide sustained life-line connectivity	4.5 Ability (on a qualitative scale) to accommodate life-line connections in the I-5 corridor across the Columbia River to be maintained in an earthquake	4.6 Enhance I-5 incident/emergency response access within the bridge influence area	4.6 Quality (on a qualitative scale) to accommodate incident/emergency service access to incidents on I-5 in the bridge influence area
5 Regional Economy; Freight Mobility			
5.1 Reduce travel times and reduce delay for vehicle-moved freight on I-5 within the bridge influence area	5.1 Range of travel times (on a qualitative scale) between up to five origin/destination pairs of typical freight centers within the bridge influence area (e.g., between Port of Vancouver and Columbia Blvd. interchange)	5.2 Reduce travel times and reduce delay for vehicle-moved freight on I-5 through the bridge influence area	5.2 <i>Potential (on a qualitative scale) for component to reduce daily³ delay for trucks in the I-5 corridor and through the bridge influence area during midday³</i>
5.3 Enhance or maintain efficiency of marine navigation	5.3 Potential (on a qualitative scale) for component to avert extension of "no bridge lift" periods tied to I-5 congestion	5.4 Improve freight truck throughput of the bridge influence area	5.4 Potential (on a qualitative scale) for component to increase freight vehicle throughput across the Columbia River via I-5
5.5 Avoid or minimize adverse impacts to the parallel freight rail corridor	5.5 <i>Criteria 5.5 to be assessed during alternative package screening and/or alternative evaluation</i> ³	6 Stewardship of Natural Resources	
6.1 Avoid, then minimize adverse impacts to, and where practicable enhance, ² threatened or endangered fish or wildlife habitat	6.1 Magnitude (on a qualitative scale) of direct impact on designated critical habitat and other threatened or endangered species habitat	6.2 Avoid, then minimize adverse impacts to, and where practicable enhance, ² other fish or wildlife	6.2 Magnitude (on a qualitative scale) of direct impact on other fish and wildlife habitat
6.3 Avoid, then minimize adverse impacts to, and where practicable enhance, ² rare, threatened, or endangered plant species	6.3 Magnitude (on a qualitative scale) of direct impact on rare, threatened, or endangered plant species	6.4 Avoid, then minimize adverse impacts to, and where practicable enhance, ² wetlands	6.4 Magnitude and significance (on a qualitative scale) of direct impact on wetlands
6.5 Avoid, then minimize adverse impacts to, and where practicable enhance, ² water quality	6.5 Magnitude (on a qualitative scale) of net increase in impervious surface area	6.6 Minimize total energy consumption of construction and transportation system ¹ operations	6.6 <i>Criteria 6.6 to be assessed during alternative evaluation</i>
6.7 Avoid, then minimize adverse impacts to, and where practicable enhance, ² waterways	6.7 Magnitude and significance (on a qualitative scale) of direct impact on waterways	7 Distribution of Benefits and Impacts	
7.1 Avoid or minimize disproportionate adverse impacts on low income and minority populations	7.1 Magnitude (on a qualitative scale) of potential residential property acquisitions in blocks or block groups with high share of low income or minority populations (compare to impacts in other blocks or block groups)	7.2 Provide for equitable distribution of benefits to low income and minority populations	7.2 Potential improvements (on a qualitative scale) to vehicle and transit travel times between representative low income or minority areas and selected destinations (including employment, education and commercial areas)
8 Cost Effectiveness and Financial Resources			
8.1 Ensure facility construction, maintenance and operation cost effectiveness	8.1 <i>Criteria 8.1 to be assessed during alternative package screening and/or alternative evaluation</i>	8.2 Ensure a reliable funding plan for the project	8.2 <i>Criteria 8.2 to be assessed during alternative package screening and/or alternative evaluation</i>
9 Bi-State Cooperation			
9.1 Support adopted regional growth management and comprehensive plans	9.1 <i>Criteria 9.1 to be assessed during alternative package screening and/or alternative evaluation</i>	10 Constructability	
10.1 Maintain transportation operations during construction	10.1 <i>Criteria 10.1 to be assessed during alternative package screening and/or alternative evaluation</i>	10.2 Minimize adverse construction impacts	10.2 <i>Criteria 10.2 to be assessed during alternative package screening and/or alternative evaluation</i>
10.3 Provide flexibility to accommodate future expansion	10.3 <i>Criteria 10.3 to be assessed during alternative package screening and/or alternative evaluation</i>	10.4 Use construction practices and materials that minimize environmental impact	10.4 <i>Criteria 10.4 to be assessed during alternative package screening and/or alternative evaluation</i>

Notes: 1. Bicycle, pedestrian and freight components will be evaluated with the roadway and river crossing categories given their interrelationship. 2. These criteria will be used in alternative screening and the selection of a preferred alternative, but the performance measures will change.
3. Where noted, insufficient data will exist to report on certain criteria during component screening. Data will be available during subsequent analysis of alternative packages.