

Step B: Component Screening	
Criteria	Component Screening Performance Measures
1 Community Livability and Human Resources	
1.1 Avoid, then minimize adverse impacts to, and where practicable reduce, 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, 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, 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 to, and where practicable, preserve historic, prehistoric, and cultural resources	1.6 Magnitude and significance (on a qualitative scale) of historic, prehistoric, and cultural resources crossed by component's conceptual footprint
1.7 Avoid, then minimize adverse impacts to, and where practicable enhance, 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 local comprehensive plans and jurisdiction-approved neighborhood plans including development and redevelopment opportunities, consistent with these 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	1.9 <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 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 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 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 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	2.4 <i>Criteria 2.4 to be assessed during alternative package screening and/or alternative evaluation</i>
2.5 Improve person 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
2.6 Improve vehicle throughput of I-5 Columbia River crossing	2.6 Potential (on a qualitative scale) for component to increase the 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	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	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	3.3 Ability (on a qualitative scale) to improve connectivity of bicycle and pedestrian trips in the I-5 corridor and through the bridge influence area
3.4 Increase vehicle occupancy in the I-5 corridor and within the bridge influence area	3.4 Potential (on a qualitative scale) for component to increase vehicle occupancy in the I-5 corridor and 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
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 Potential (on a qualitative scale) for component to reduce daily delay for trucks on I-5 within the bridge influence area
5.2 Reduce travel times and reduce delay for vehicle-moved freight in the I-5 corridor	5.2 Potential (on a qualitative scale) for component to reduce daily delay for trucks in the I-5 corridor
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>
5.6 Enhance or maintain access to port, freight, and industrial facilities	5.6 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)
6 Stewardship of Natural Resources	
6.1 Avoid, then minimize adverse impacts to, and where practicable enhance, threatened or endangered fish and wildlife and their 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, other fish and wildlife and their habitat	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, 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 and/or restore, 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, 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 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, 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, and where practicable, improve conditions for 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 Minimize the cost of construction	8.1 <i>Criteria 8.1 to be assessed during alternative package screening and/or alternative evaluation</i>
8.2 Ensure transportation system construction cost effectiveness	8.2 <i>Criteria 8.2 to be assessed during alternative package screening and/or alternative evaluation</i>
8.3 Ensure transportation system maintenance and operation cost effectiveness	8.3 <i>Criteria 8.3 to be assessed during alternative package screening and/or alternative evaluation</i>
8.4 Ensure a reliable funding plan for the project	8.4 <i>Criteria 8.4 to be assessed during alternative package screening and/or alternative evaluation</i>
9 Growth Management/Land Use	
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 transportation system improvements	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.