

DESIRED OUTCOMES

PURPOSE AND NEED	DESIRED OUTCOMES
1. Growing travel demand and congestion	More people can move through the program area.
	Travel times through the program area are faster and more predictable.
	People of all ages, abilities, and incomes have access to move through the program area, regardless of mode.
	Regional trips stay on I-5.
2. Impaired freight movement	Freight travel through the program area is more reliable.
	Freight travel times through the program area are faster.
	Accommodates high, wide, and heavy cargo in existing and future routes.
3. Limited public transportation operations, connectivity and reliability	More people use transit.
	Travel by transit is competitive with other modes.
	Transit connects people to their origins and destinations.
	Travel by transit is predictable, reliable, and consistent.
	More people have access to high-quality, affordable, and reliable transit.

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4. Safety and vulnerability to incidents	Reduce overall crashes on I-5, including severe injury and fatal crashes.
	Reduce overall crashes, including severe injury and fatal crashes, on I-5 ramps, local streets, and active transportation networks in the program area.
	Fewer diverted trips from I-5 to local streets.
	Safety is reflected in designs for all modes.
5. Substandard bicycle and pedestrian facilities	Active transportation is an attractive mode, and more people walk and cycle, both to access transit and instead of travelling by autos.
	Traveling by walking, biking, and rolling feels safe because facilities are separated from moving vehicles and the shared use path environment is visible and connected.
	The high-quality networks for walking/biking/rolling are convenient and connect destinations that are important for most trips.
	More people have access to high-quality active transportation facilities.
6. Seismic	Bridges will be designed and constructed so that they will not collapse and will remain operable in a Cascadia subduction zone earthquake.

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	CLIMATE CHANGE & RESILIENCY
	Reduce GHG emissions in support of state climate goals.
	Minimize operational and embodied carbon during construction.
	All structures are resilient to and operable following anticipated climate disruptions (e.g., heat events, flooding, sea level rise).
	Program limits other environmental impacts that exacerbate effects of climate change (e.g., heat island, runoff).
	EQUITY (as excerpted from the Equity Framework and to be refined by EAG)
	Improved mobility, accessibility, and connectivity especially for lower income travelers, people with disabilities, and communities who experience transportation barriers.
	Fewer identity-based disparities in travel time, access, transportation costs, and exposure to air pollution, road noise, and traffic crashes.
	Local community improvements are implemented in addition to required mitigations.
	Economic opportunities generated by the program benefit minority and women owned firms, BIPOC workers, workers with disabilities, and young people.
	Equity priority communities have access, influence, and decision-making power throughout the program in establishing objectives, design, implementation, and evaluation of success.
Disproportionate impacts on equity priority communities are avoided rather than simply mitigated.	

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	<p data-bbox="562 435 1209 461">COST EFFECTIVENESS AND FINANCIAL RESOURCES</p> <p data-bbox="562 488 1881 553">Pursue and leverage any and all federal, state, and other funding sources that support all modes and address long-term needs.</p> <p data-bbox="562 578 1885 683">Identify equitable tolling and pricing strategies supporting multimodal construction costs and improved operations and access, in coordination with statewide tolling programs and in support of each state’s climate goals.</p> <p data-bbox="562 708 1814 773">Consider fiscal responsibility across the program and into the future, including new technology to solve future problems.</p>