

**Understanding this Draft Community Vision, Critical Objectives, and Values Document:**

*The following **Draft Community Vision, Critical Objectives, and Values Document** is a WORKING DRAFT and reflects comments and feedback from Interstate Bridge Replacement (IBR) program agency partner staff and preliminary Community Advisory Group and Equity Advisory Group discussion to-date. This is a draft for initial discussion by the Equity Advisory Group, Community Advisory Group, and agency partner staff. A Working Draft Purpose and Need document was sent separately to the Equity Advisory Group, Community Advisory Group, and agency partner staff for discussion as well.*

*Future iterations will reflect additional comments and feedback from the public, Community Advisory Group, Equity Advisory Group, Interstate Bridge Replacement program agency partner staff, and the Executive Steering Group. This is an initial draft and until reviewed by federal partners should be considered conceptual.*

*More than a decade of planning and prior studies have evaluated transportation deficiencies and identified a variety of transportation problems in the program area. Regional leaders identified the need to address the I-5 corridor, including the Interstate Bridge, through previous bi-state, long-range planning studies. Prior studies included the Federal Transit Administration/Metro South/North Corridor Project (1998) and a bi-state task force Final Strategic Plan (2002). In 2004, the Washington and Oregon Departments of Transportation formed the bi-state Columbia River Crossing (CRC) project that successfully received a federal Record of Decision in December 2011. At that time, the CRC project did not secure adequate state funding to advance to construction. The Record of Decision still remains valid, and the IBR program will utilize and update past work to support efficient decision making, while making sure that current community priorities and changes since the previous planning effort concluded are reflected.*

*Updating the Purpose and Need and defining the Community Vision and Values are crucial steps in designing and evaluating alternatives. The Purpose and Need identifies the transportation problems that must be addressed, and the approach to addressing them. The Community Vision and Values identifies regional values and goals related to potential transportation improvements, including Critical Objectives that must be met to deliver a successful program. Together, the Purpose and Need and Community Vision and Values set the foundation for screening alternatives that will be analyzed to establish the program's locally preferred alternative. Extensive stakeholder engagement, inclusive community outreach and a transparent public process are fundamental to identify the transportation solutions and community values that will help identify a bridge replacement alternative.*

## **DRAFT** VISION, CRITICAL OBJECTIVES AND VALUES

With the recommendation of the Executive Steering Group and input from the Equity Advisory Group and Community Advisory Group, the IBR program developed a draft vision for addressing the program's Purpose and Need as well as two critical objectives that elevate the importance of identifying a locally preferred alternative that promotes equitable benefits to the community and contributes to reducing the adverse impacts of climate change. Additional community values were developed to achieve other desirable outcomes of the program. These critical objectives and values, along with the Purpose and Need, are instrumental in developing evaluation criteria used to screen alternatives and identify a locally preferred alternative.

### Program vision

The Interstate Bridge Replacement Program Vision provides the foundation for assessing how criteria and performance measures will be used to screen alternatives and determine whether new options are needed to meet the program purpose and address program needs. The IBR program will be delivered with a critical focus on 1) promoting equity through design solutions, program benefits and mitigation for adverse program effects; and 2) advancing local opportunities to reduce impacts from and improve resiliency to global climate change. Moreover, the IBR program will include the following considerations in the NEPA analysis of river crossing infrastructure; multimodal transportation and connectivity; public transit; land use; funding; community and business interests; commuter and freight mobility; maritime mobility; and the environment.

### Critical objectives

Critical objectives must be met to deliver a successful program. How these objectives influence program delivery, community engagement, alternatives development, analysis of impacts and benefits, and development of mitigation strategies are listed below.

### Equity

- Commit to equity of both outcomes and processes throughout the delivery of the program.
- Ensure meaningful access to program activities, jobs, and benefits for historically marginalized communities.
- Seek equitable distribution of transportation costs associated with the program.
- Strive to ensure access to program benefits while minimizing impacts to historically marginalized and underserved communities, including neighborhoods adjacent to the program area.
- Consider historical impacts to black, indigenous, and people of color (BIPOC) as well as economically vulnerable populations when determining equitable outcomes for the program.
- Engage historically marginalized communities to ensure program design reflects cultural context and area history.
- Provide meaningful opportunities for women and minority owned firms, including Disadvantaged Business Enterprises in all procurement.

- Through design, minimize displacements within communities of concern.
- Enhance transportation and public transit access to jobs, services, affordable housing and housing choice relevant to historically marginalized communities.

### Climate change

- Support federal, state and local directives and planning goals related to climate resiliency; consider forecasted climate conditions such as future potential of rising river levels, increased flood risk, and other conditions into the design and construction of the locally preferred alternative.
- Support federal, state and local directives and planning goals to reduce greenhouse gas emissions associated with inefficient use of transportation infrastructure, congestion and idling while increasing active transportation facilities and public transit capacity.
- Incorporate greenhouse gas reduction strategies throughout every phase of program delivery, including materials, construction methods, and future performance (energy demand) to minimize carbon impact.
- Provide modal choices for cross-river travel and emphasize mobility and managing demand to reduce greenhouse gas emissions in the program area.
- Adapt to technological advances in energy saving and other sustainable practices.
- Increase and enhance natural areas, tree canopies, and landscaped areas.

### Community values

#### Quality of life

- Support a healthy and vibrant land use blend of mixed income residential, commercial, industrial, recreational, cultural, and historic areas.
- Provide access to transportation options and an active lifestyle.
- Reduce adverse impacts from the program that harm community health.
- Maximize transportation and public transit's link to affordable housing and jobs.
- Create a regional landmark through design that incorporates aesthetic qualities and reflects the area's cultural landscape.
- Improve community cohesion and avoid neighborhood disruption.
- Preserve or enhance parks, historic and cultural resources, and green spaces.

#### Mobility, travel reliability, and congestion reduction

- Increase the capacity of the bi-state river crossing to move more goods and people on all modes.
- Provide more efficient mobility, while improving reliability and accessibility for all users.
- Explore congestion pricing tools combined with transit options to help manage travel demand and improve freight and person mobility.
- Provide an efficient transportation system that accommodates transportation system management with tools such as active traffic management, ramp metering, and incident management.
- Promote transportation demand management through increased transit and other strategies such as carpooling, vanpooling, commute trip reduction programs, and park and rides.

- Recognize the requirements of local, regional, and interstate movement.
- Enhance the I-5 corridor as a global trade gateway by addressing the need to move freight efficiently and reliably through the program area, while allowing for river navigational needs.

### Modal choice

- Provide modal choice, including highway, transit, high-capacity transit, and active transportation modes.
- Improve local connectivity for all modes and connections to the regional system.

### Safety

- Improve safety for all vehicles, transit users, and those who walk, bike, or roll.
- Improve short-term and long-term resiliency of the bridge to a seismic event that is consistent with local, state, and federal policies promoting resiliency.

### Regional economy

- Support access to jobs for a sound regional economy and job growth.
- Optimize opportunities for local job creation related to program materials and construction.

### Environment

- Respect, protect, and enhance natural resources, including fish, wildlife habitat, and water quality.
- Support improved air quality and water quality.
- Minimize impacts of noise, light, and glare on people, the historic landscape, and natural resources.
- Support energy efficiency through design, construction, and use.

### Funding and cost-effectiveness

- Ensure cost-effectiveness in design, construction, maintenance, and operation.
- Ensure a reliable funding plan for the program.
- Ensure alignment with State and Federal funding programs to maximize funding.
- Ensure the ability of the program to be phased as needed.

### Bi-state and local cooperation

- Foster regional cooperation and planning.
- Support existing growth management plans.
- Support balanced job growth.
- Support alignment with partner agency policies to the extent practicable.

### Community engagement

- Provide opportunities for meaningful, equitable and transparent community engagement.

- Focus on equity-centered engagement, including with communities of concern and historically marginalized communities.
- Incorporate community feedback to influence key decisions regarding the range of improvements, design, impacts to the community and environment, and mitigation strategies.

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