

## DRAFT MODIFIED LOCALLY PREFERRED ALTERNATIVE RECOMMENDATION

MAY 5, 2022

After regional support is reached on a Modified Locally Preferred Alternative for the Interstate Bridge Replacement Program, the program commits to continuing work with the partner agencies and community to identify and refine program elements that have yet to be finalized. The **IBR Program** recommends the following language for the Modified LPA:

1. A replacement of the current I-5 bridge with a seismically sound bridge.
2. A commitment to increase attractive transit options across the Columbia River by coordinating and supporting a variety of transit services that meet the needs of customers traveling between varied markets by supporting:
  - i. The continuation of C-TRAN express bus service from markets north of the Bridge Influence Area (BIA) to the downtown Portland area utilizing bus on shoulder facilities, where available, within the BIA.
  - ii. The continuation of CTRAN's current and future Bus Rapid Transit lines as described in the current RTP known as the Vine.
  - iii. Light Rail (LRT) as the preferred mode for the dedicated High-Capacity Transit improvement within the BIA.
  - iv. The alignment of LRT begins with a connection at the existing Expo LRT station, in Portland, OR, extends north, with a station at Hayden Island, continues across the river on the new I-5 bridge, and generally follows Interstate-5 with an interim MOS northern terminus near Evergreen, in Vancouver, WA. There will be multiple stations in the City of Vancouver to be decided by the Vancouver City Council in consultation with C-TRAN, the Port of Vancouver, and Tri-Met.
3. The active transportation and multi-modal facilities will adhere to universal design principles that facilitate safety and comfort for all ages and abilities. Exceptional regional and bi-state multi-use trail facilities and transit connections will be created within the BIA. Opportunities will be identified to enhance active transportation facilities, with specific emphasis on local and cross-river connections between the region's Columbia River Renaissance Trail and the 40-mile Loop.
4. The construction of a seismically sound replacement crossing for North Portland Harbor Bridge with three through lanes, northbound and southbound.

5. The construction of three through lanes northbound and southbound throughout the BIA.
6. The inclusion of one auxiliary lane northbound and one southbound between Marine Drive and Mill Plain to accommodate the safe movement of freight and other vehicles.
7. A partial interchange at Hayden Island, and a full interchange at Marine Drive, designed to minimize impacts on the Island's community; and improve freight, workforce traffic, and active transportation on Marine Drive.
8. A commitment to study improvements of other interchanges within the BIA.
9. Variable Rate Tolling will be used for funding, such as constructing the program, managing congestion, and improving multi-modal mobility within the BIA. The program will study and recommend a low-income toll program, including exemptions and discounts, to the transportation commissions.
10. A commitment to establish a GHG reduction target relative to regional transportation impact, and to develop and evaluate design solutions that contribute to achieving program and state-wide goals.
11. A commitment to evaluate program design options according to their impact on equity priority areas with screening criteria such as air quality, land use, travel reliability, safety, and improved access to all transportation modes and active transportation facilities. The program also commits to measurable and actionable equity outcomes and to the development of a robust set of programs and improvements that will be defined in Community Benefits Agreement.