

October 19, 2006

**TO:** I-5 CRC Task Force  
**FROM:** Doug Ficco, CRC Project Director  
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**SUBJECT:** Preliminary Alternative Package Results- Oct 2006 Task Force Meeting  
**COPY:**

The project team has been studying the 12 Alternative Packages and evaluating their performance relative to the screening criteria under each project Value (from the Vision and Values) adopted as part of the project's Evaluation Framework. The majority of screening results will be assembled and presented in October and November.

The first installment of results is now available and will be reviewed at the October meeting. This information is focused on the River Crossing and Transit options as they relate to the following five Value areas:

1. Community Livability,
4. Safety,
6. Stewardship of Natural Resources,
9. Growth Management/Land Use
10. Constructability

The results are presented at three levels:

**Component Findings** – These provide the most concise roll-up of findings for the two major decisions to be made in this phase. There is a summary for River Crossing options and one for Transit options. Each summary provides an overview of how the options perform on the screening criteria that have been measured to-date.

**Value Performance** – These provide more detailed findings organized according to each of the project's adopted Values. There is a separate sheet for each Value.

**Criterion Performance** – These provide the most detailed results. There is a separate sheet for each of the criteria that were used to evaluate how well the project components and alternatives meet the adopted values.

The second installment of results will be presented in November and will center on River Crossing and Transit results as they relate to the project's five remaining Value areas:

2. Mobility, Reliability, Accessibility, Congestion Reduction, and Efficiency,
3. Modal Choice,
5. Regional Economy/Freight Mobility,
7. Distribution of Benefits and Impacts
8. Cost Effectiveness and Financial Resources.

Some information may not be complete until after the November meeting.

The alternative packages were assembled largely to test various component options. In the attached documentation, the most relevant data are the findings related to specific river crossing and transit options. This documentation separates the impacts associated with river crossings from that associated with transit options from that associated with roadway/interchange options. It also notes how specific combinations may affect the performance of another component. The intent is to understand how each river crossing or transit mode choice, and combinations thereof, affect performance and impacts.

Briefly, the findings for river crossings and transit options from the analyses that have been done to-date are as follows.

For the River Crossing, the Supplemental Bridge options perform moderately better on some of the Community Livability criteria, including historic resources and residential impacts. Replacement bridge options perform significantly better on the Safety criteria, moderately better on most of the Stewardship of Natural Resources criteria, and slightly better on the Growth Management/Land Use value. There is little difference between the options on the Constructability criteria or on other Community Livability criteria. The New Arterial Bridge option has the smallest overall footprint and therefore performs moderately better on most of the criteria related to physical impacts. However, this option (included only in Alternative Package 3) would not meet the project's purpose and need.

For the Transit mode, the Express Bus Only option has the smallest footprint and therefore performs moderately better on most of the criteria related to physical impacts, such as property acquisitions, archaeology impacts, natural resource impacts and construction-related impacts. LRT and BRT perform slightly to significantly better on the overall Community Livability, Safety, and Growth Management and Land Use values.

It is important to note that the findings available now are only part of the picture. Many of the key criteria for comparing options (such as transit and traffic performance) are not yet completed. These will be available for the November meeting.