

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

RESOLUTION NO. 02-126

Endorsing the I-5 Transportation and Trade Partnership Task Force I-5 Corridor Strategic Plan

The Multnomah County Board of Commissioners Finds:

- a. I-5 is the only continuous Interstate on the West Coast.
- b. I-5, between Portland, Oregon and Vancouver, Washington experiences some of the Portland region's worst congestion.
- c. At the Columbia River, I-5 provides a key economic connection to two major ports, deep-water shipping, up-river barging, two transcontinental rail lines, and much of the Portland/Vancouver region's industrial land.
- d. The transportation facilities in the I-5 corridor in the vicinity of the Columbia River provide important connections to and from national and international markets for businesses throughout Oregon.
- e. In the Portland/Vancouver area, I-5 provides one of two crossings of the Columbia River for cars, trucks and transit vehicles.
- f. Doing nothing in the I-5 corridor between Portland and Vancouver will result in unpredictable delays and congestion throughout the day, which cannot be tolerated without an adverse impact on the Portland/Vancouver region's economy and quality of life.
- g. The Oregon and Washington Departments of Transportation jointly conducted a public planning process to develop a strategic plan for the I-5 Corridor between the I-84 interchange in Oregon and the I-205 interchange in Washington.
- h. The development of the I-5 Corridor Strategic Plan was guided by a bi-state Task Force representing a wide range of interests.
- i. A thorough process of public outreach and involvement was conducted to seek public input in the development of the I-5 Corridor Strategic Plan.
- j. Recommendations of the I-5 Transportation and Trade Partnership Task Force for the I-5 Corridor Strategic Plan have statewide significance.
- k. I-5 Corridor Strategic Plan recommendations include:
 - Three through-lanes in each direction on I-5, including southbound through Delta Park;

- A phased light-rail loop in Clark County in the vicinity of the I-5, SR500/4th Plain and I-205 corridors;
- An additional span or a replacement bridge for the I-5 crossing of the Columbia River, with up to 2 additional lanes in each direction for merging and 2 light-rail tracks;
- Interchange improvements and additional merging lanes where needed between SR500 in Vancouver and Columbia Boulevard in Portland. These include a full interchange at Columbia Boulevard;
- Capacity improvements for freight rail that will improve freight and intercity passenger rail services;
- Bi-state coordination of land use and management of our transportation system to reduce demand on the freeway and to protect the corridor investments;
- Involving communities along the corridor to ensure that the final project outcomes are equitable and committing to establish a fund for community enhancements;
- Develop additional transportation demand and system strategies to encourage more efficient use of the transportation system.

- I. To the best of our knowledge, the Portland/Vancouver I-5 Corridor Plan recommendations are compatible with local comprehensive plans and in compliance with all applicable statewide planning goals.

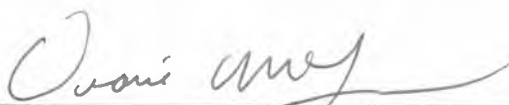
The Multnomah County Board of Commissioners Resolves:

1. The Board endorses the I-5 Corridor Strategic Plan adopted by the I-5 Transportation and Trade Partnership Task Force on June 18, 2002.

ADOPTED this 3rd day of October, 2002.



BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON



Diane M. Linn, Chair

REVIEWED:

THOMAS SPONSLER, COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By 

Matthew O. Ryan, Assistant County Attorney

Final Recommendations at a Glance



Transit:

- Provide a phased light rail loop in Clark County in the vicinity of the I-5, SR500/4th Plain and I-205 Corridors.
- Provide peak-hour, premium express bus service in the I-5 and I-205 Corridors to markets not well served by light rail.
- Increase transit service in the Corridor over the next 20 years called for in regional transportation plans.

Interstate 5:

- The I-5 freeway between the Fremont Bridge in Portland and the I-205 interchange in Vancouver will be a maximum of 3 through lanes in each direction. This includes widening I-5 to 3 lanes between Delta Park and Lombard, and 99th St. to I-205 in Vancouver.
- Designate one of the 3 through lanes for use as a high occupancy vehicle (HOV) lane during the peak period, in the peak direction.
- Add a new supplemental or replacement bridge across the Columbia River with up to 2 auxiliary and/or arterial lanes in each direction, and 2 light rail tracks.
- Improve interchanges between SR 500 and Columbia Blvd to address safety and capacity problems -- including making Columbia Blvd into a full interchange.
- In adding river crossing capacity and making interchange improvements every effort should be made to: 1) avoid displacements and encroachments, 2) minimize the highway footprint and 3) minimize the use of the freeway for local trips.



Additional Rail Capacity:

- Pursue the rail infrastructure improvements required to accommodate anticipated 20 year freight rail growth in the I-5 Corridor and frequent, efficient intercity passenger rail service.
- Establish a public/private Bi-State rail forum to advise regional decision makers about prioritizing, scheduling and funding of needed rail improvements.
- The rail forum and regional decision-makers should encourage funding for:
 - Additional inter-city passenger rail service in the Pacific Northwest High Speed Rail Corridor
 - High Speed Rail service in the Corridor; and
 - The replacement of the existing "swing span" with a "lift span" located closer to the center of the river channel



Land Use:

- Adopt and implement a Bi-State Coordination Accord to protect existing and new capacity and support economic development.
- Jurisdictions in the Corridor will develop and agree on a plan to manage land development to avoid adversely impacting I-5 or the Region's growth management plans.





Transportation Demand and System Management:

- Commit to a comprehensive use of TDM/TSM strategies -- alternative modes, work-based strategies, policies and regulatory strategies, pricing and TSM strategies -- and pursue additional funding for transit and TDM/TSM strategies.
- Prepare an "I-5 TDM/TSM Corridor Plan" with guidance from the proposed "Bi-State Coordination Committee"
- Fund and implement additional TDM/TSM strategies now to encourage more efficient use of the transportation system.



Environmental Justice

- Establish a Community Enhancement Fund for use in the impacted areas in the I-5 Corridor in Oregon and Washington
- Map low-income and minority communities in the corridor.
- Take list of potential impacts identified by representatives of environmental justice communities into the EIS for the Bridge and Bridge Influence Area as a starting point for more analysis.
- Work with affected communities to explore ways to offset impacts and/or bring benefits to the community.
- Develop a public outreach plan for EIS process that includes special outreach to low-income and minority communities.
- Form and coordinate two working groups for the EIS -- one for public involvement and one for environmental justice.



Finance

- OR, WA and the Portland/Vancouver region should develop a financing plan for transit and highway capital projects
- Tri-Met and C-Tran need to increase revenues for a significant expansion of transit service, starting within the next five years.
- Establish regional transit financing commitments that will allow for:
 - an aggressive bi-state TDM program and
 - an expansion of transit service to support the light rail loop.
- Seek funding to widen I-5 to 3 lanes: Delta Park to Lombard after environmental and design work is completed.

Next Steps/Implementation

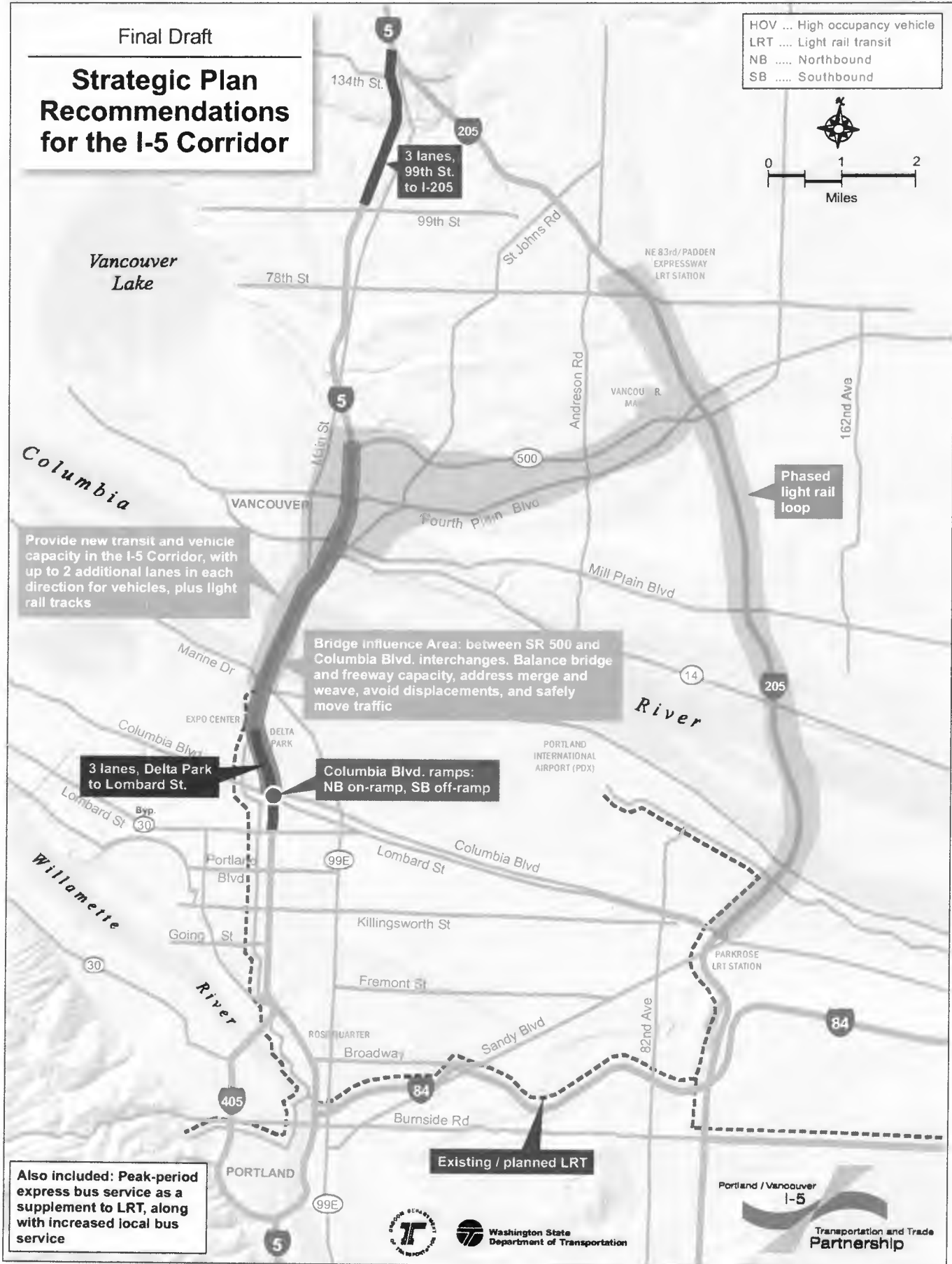


- Fall 2002: SW Washington Regional Transportation Council and Metro review and amend the Regional Transportation Plans to incorporate recommended I-5 corridor improvements.
- Delta Park to Lombard: widen I-5 to 3 lanes
 - Summer 2002-2004: Conduct environmental assessment and design work
 - Post 2004: Construction of Delta Park to Lombard
- 2003 – 2009: Environmental Impact Study on Bridge Influence Area (new supplemental or replacement bridge, interchange improvements between SR 500 and Columbia Blvd., including light rail between Expo Center and downtown Vancouver)
- 2010+: Construct improvements in Bridge Influence Area.

Final Draft

Strategic Plan Recommendations for the I-5 Corridor

HOV ... High occupancy vehicle
LRT ... Light rail transit
NB ... Northbound
SB ... Southbound



Also included: Peak-period express bus service as a supplement to LRT, along with increased local bus service