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MORE WORK TO BE  
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## I-5 Task Force's Working Draft Land Use Recommendation

March 21, 2002 - Discussion Concepts

*Staff prepared this working document as a conceptual discussion tool for the Task Force and the public. It is a "Work in Progress" and does not reflect conclusions. It will be used to discuss and develop "Draft Recommendations." Thank You.*

**DRAFT RECOMMENDATION: The I-5 Task Force recommends the adoption of the following Accord as an integral part of its recommended Strategic Plan:**

### "I-5 Bi-State Coordination Accord"

#### **I. Accord Purpose**

The I-5 Partnership brought together Washington and Oregon citizens and leaders to respond to concerns about growing congestion on I-5 and its effect on the Region. Consistent with the Task Force's "*Problem, Vision and Values Statement*," the signatories to this Accord find and adopt the following principles, statements, goals and actions:

- A. The Region functions as one economic marketplace nationally and internationally;
- B. Travel demands in the I-5 Corridor need to be met by: a) providing a balance of transit and road improvements to achieve a mix of transportation choices, b) reducing single occupant vehicle use in the peak hours across the Columbia River (I-5 and I-205), and c) reducing daily VMT per capita for the urban areas in the four-county region.

- C. The Region relies on the efficient movement of freight throughout the I-5 Corridor. In order to protect and enhance freight mobility, mid-day travel speeds for trucks on I-5 and I-205 must be maintained at 70% or better of the maximum posted truck speeds. Additionally, the Region should proactively work to increase travel reliability for all users.
- D. The Region's growth management plans share a common vision for compact urban growth to preserve farm land, forest land and open space;
- E. The Region's transportation and land use systems are integrally related, each impacting and influencing the other, with different approaches and implementation regulations;
- F. Each jurisdiction and agency in the Region has the right and responsibility to control its own transportation, land use planning, economic development and enforcement processes;
- G. The Region would benefit from a multi-faceted, integrated plan of transportation policies, capital expenditures, personal and business actions and incentives;
- H. Coordination among Region's jurisdictions and agencies in pursuing economic development is an important part of growth management and maintaining a strong economy;
- I. The existing Bi-State Transportation Committee advises the Metro Council and the RTC Board on transportation issues of bi-state significance and is the only existing forum for discussion of bi-state issues where members represent a balance of Regional interests; and
- J. A new level of Bi-State coordination is needed to address: increasing travel demands in the I-5 Corridor, accommodating the 20-year Regional projections for population and employment, jobs and housing, and supporting the regional economy.

## **II. Create “Bi-State Coordination Committee” To Implement This Accord**

### **A. Membership and Coordination**

Jurisdictions and agencies in the I-5 Corridor, and within its influence area, should coordinate their transportation, planning and economic development activities and effectively manage the existing and new I-5 Corridor transportation investments. These jurisdictions and agencies include: the cities of Vancouver, Battle Ground, Ridgefield, Portland, Gresham, La Center; Multnomah and Clark counties; Metro and RTC; the Oregon and Washington Departments of Transportation; the ports of Portland and Vancouver; and Tri-Met and C-TRAN. *(Note: Currently, the Bi-State Transportation Committee members are elected representatives or directors from: The Cities of Portland and Vancouver, Clark and Multnomah Counties, a smaller city in Clark (now Battle Ground) and one in Multnomah County (now Gresham); ODOT, WSDOT, the Ports of Vancouver and Portland, Tri-Met and C-Tran and Metro.)*

### **B. Revise Existing Bi-Sate Transportation Committee:**

1. Metro Council and the RTC Board should revise the roles and responsibilities of the existing Bi-State Transportation Committee to address the need for better coordination between transportation, land use and economic development actions.
2. Simultaneously, the listed jurisdictions and agencies need to create the new Bi-State Coordination Committee, adopt this Accord and agree to act consistently with it.

### **C. Rights and Responsibilities of Corridor Jurisdictions and Agencies:**

1. Each signatory retains the right and responsibility to control its own transportation, planning, economic development and enforcement processes.
2. Each signatory with land use authority in the I-5 Corridor, and its influence area, will develop a Corridor Management Plan covering the length of the Corridor and at least a 1/4 mile east and west of the Corridor. The Plan shall be developed as follows:

- In Washington, the overall lead agency for development of the Plan will be Clark County. They will jointly develop the Plan with other jurisdictions in the I-5 Corridor and its influence area including: the cities of Vancouver, Ridgefield, Battle Ground, and La Center; and the Washington Department of Transportation (WSDOT).
  - In Oregon, the overall lead agency for the development of the Plan will be the City of Portland. They will jointly develop the plan with the Oregon Department of Transportation and Metro.
3. The Corridor Management Plan needs to include the following:
- a) Plans for managing existing, modified and new interchanges within the I-5 Corridor to prevent land uses surrounding the interchange from exceeding the mobility standard for the interchange;
  - b) Plans for managing housing and job growth within jurisdictions in Clark County and the City of Portland to prevent inducing traffic growth in the I-5 Corridor, beyond that already planned;
  - c) Plans for those areas identified as “centers” for intense development and those areas preserved for industrial, residential and other uses;
  - d) Traffic generation and its effect on mobility in the Corridor;
  - e) Effect on achieving the goals established in the comprehensive plans and 2040 Growth Concept for the area;
  - f) Protection of resource lands;
  - g) Effect on inducing growth in areas not included within urban growth areas; and
  - h) How the plan is consistent with and supports this Accord.
4. Following the development of the Corridor Management Plan, and review of the Plan by the Bi-State Coordination Committee, each signatory with land use authority in the I-5 Corridor will do the following:
- a. Adopt the relevant elements of the corridor management plan into their Comprehensive Plan or Growth Concept Plan, and
  - b. Sign intergovernmental agreements with ODOT or WSDOT for the management of interchanges within the I-5 Corridor. The agreements shall specify surrounding land uses, mobility standards for the interchange, and remedy mechanisms. (Note: Currently, Oregon law provides for interchange area management plans when new or

modified interchanges are constructed. In Washington, WSDOT responds to land use issues through the Washington State Environmental Protection Act (SEPA) process and the Washington State Growth Management Act (GMA) provisions. Clark County consultants with WSDOT as a “public agency which has jurisdiction by law or special expertise” throughout the process if it is considering transportation issues that could affect state owned facilities.

5. Signatories with new light rail transit stations will adopt a Transit Station Area Plans that are consistent with and support this Accord.
6. Prior to taking action, signatories will submit Corridor Management Plans, Interchange Management Plans/Agreements, Transit Station Area Plans, and other issue or actions of Bi-State Significance to the Bi-State Coordinating Committee for the Committee’s comments and recommendations, which the signatories agree to meaningfully consider.

**D. Role of the Bi-State Coordinating Committee:**

1. The role of the Bi-State Coordinating Committee will be to review and provide recommendations on actions and issues of Bi-State Significance.
2. If a majority of the Bi-State Coordination Committee support a signatory’s proposed action as being consistent with this Accord and the submitting signatory acts consistent with that Bi-State recommendation, the submitting signatory will not be responsible to the other signatories for the negative impacts to the Region.
3. However, should a signatory not refer an issue of Major Bi-State significance to the Bi-State Coordination Committee, or should it act inconsistently with the Bi-State recommendation, that signatory will be responsible to the other signatories for the impacts by remedying those negative impacts, contributed to or caused by, its action or failure to take action.

### **III. Actions and Issues of Major Bi-State Significance**

The Accord signatories find and adopt the following as issues of Major Bi-State Significance:

- A. Corridor Management Plans, Interchange Management Agreements, and Transit Station Area Plans.
- B. Bi-state TDM and TSM activities that will be needed to meet the TDM and TSM goals for the I-5 Corridor.
- C. Proposed highway and transit improvements in the I-5 corridor developed through an EIS process, with a special emphasis on projects in the Bridge Influence Area (SR 500-Columbia Blvd).
- D. Economic development and industrial lands strategies that currently exist or are prepared in the future.
- E. Plans for accommodating the 20-year population and employment and jobs and housing forecasts for the four-county Region, along with urban growth areas and boundaries.
- F. Proposed transportation or land use actions that could negatively impact the I-5 Corridor or are inconsistent with or unsupportive of this Accord. This would not include those actions proposed for development within the Corridor Management Plan “centers” and areas preserved for industrial and residential uses identified in section II. C. 3. (c), above.
- G. Review transportation issues of Bi-State concern in the I-205 corridor (e.g. potential improvements, planning documents, etc.)

### **IV. Actions Before New River Crossing Capacity in the I-5 Corridor**

Prior to construction of any new river crossing capacity, each signatory with land use authority needs to have in place Corridor Management Plans, Interchange Management Plans/Agreements, and Transit Station Area Plans, which have been supported by the Bi-State Coordinating Committee. Intergovernmental Agreements for Interchange Management Plans need to be signed even if there is no new river crossing capacity constructed in the I-5 Corridor.

## **V. Implementation of New Bi-State Coordination Committee**

### **A. Documents**

Modify the resolutions establishing the existing Bi-State Transportation Committee and adopt this "I-5 Bi-State Coordination Accord" in its entirety.

### **B. Name**

Change the name from "Bi-State Transportation Committee" to the "Bi-State Coordination Committee."

### **C. Role**

Expand its role to review all issues of Major Bi-State Significance for transportation, land use and economic development.

### **D. Referral**

The Bi-State Coordination Committee can request any signatory party to refer an issue for consultation. Any member of a signatory party may request referral of an item for consultation, but a formal referral requires a majority of the quorum of the referring party.

### **E. Expand Membership**

1. Add two new members, one (or two) to serve as a liaison to the Metro Council and one (or two) to serve as a liaison to Clark County on growth management issues.
2. Add two representatives from leading regional economic development agencies, one from each side of the Columbia River, appointed by a majority of the Bi-State Coordination Committee.

### **F. Timing**

Signatory parties should establish the new Bi-State Coordination Committee contemporaneously with the adoption of other I-5 Task Force Recommendations into the region's transportation plans.

### **G. Staffing and Funding**

Signatory parties will staff the Bi-State Coordination Committee and explore whether additional funding is necessary.

