

**RESOLUTION No. SUBSTITUTE 36684 AS AMENDED**

Support the creation of a Columbia Crossing Mobility Council that is charged with developing management recommendations based on comprehensive performance goals for the Columbia River Crossing Project (Resolution)

WHEREAS, on July 8, 2008, the Portland City Council adopted Resolution No. 36618 to support a replacement bridge crossing with Light Rail Transit as the Locally Preferred Alternative for the Columbia River Crossing Project; and

WHEREAS, the Columbia River Crossing is a project of great importance and unprecedented magnitude in our region, with far-reaching benefits for the city of Portland and the city of Vancouver; and

WHEREAS, the physical capacity of a new bridge is inextricably linked to the issue of how it will be managed over time; and

WHEREAS, the City of Portland supports the concept of performance-based management to maximize freight and personal mobility through the I-5 and I-205 Columbia River Crossings using performance standards;

NOW, THEREFORE, BE IT RESOLVED, the City recommends that a new bridge be built to accommodate up to three add/drop lanes and three through lanes in each direction, but that use of these lanes will be actively managed over time to get the right mix of tolling, HOV or HOT lanes, vanpools, and transit fare programs to reduce vehicle miles traveled and pollution; and

BE IT FURTHER RESOLVED, the City of Portland supports the formation of a Columbia River Crossing Mobility Council (“Mobility Council”) consisting of the Oregon Department of Transportation (ODOT); Washington Department of Transportation (WSDOT); City of Portland, Oregon; City of Vancouver, Washington; Tri-Met; CTran; Metro; RTC; Port of Portland; Port of Vancouver, Oregon Department of Environmental Quality, and Washington Department of Ecology; and

BE IT FURTHER RESOLVED, the Mobility Council will recommend an annual Columbia Crossing Mobility Operations Plan for consideration by ODOT and WSDOT, in addition to TriMet, CTRAN, the Ports, and the Cities of Portland and Vancouver. Recommendations may include but are not limited to toll amounts, travel and auxiliary lane uses and access, transit fares and operations, and transportation demand management (TDM) strategies; and

BE IT FURTHER RESOLVED, that ODOT, WSDOT and the other partners will either accept/adopt or reject with comments the proposed Plan, in a process substantially similar to the one described in Attachment A; and

BE IT FURTHER RESOLVED, the City of Portland’s support for moving forward with these recommendations is conditioned on approval on March 6, 2009 by the CRC Project Sponsors Council members of (1) a Mobility Council governance structure; and (2) a timetable for

developing a mutually acceptable set of performance goals. (See Attachment B for a draft preliminary list of performance goal areas).

**Adopted by the Council,** February 25, 2009

Mayor Sam Adams  
Prepared by: Catherine Ciarlo  
Date Prepared: February 25, 2009

**GARY BLACKMER**  
Auditor of the City of Portland  
By /s/ Susan Parsons  
Deputy

BACKING SHEET INFORMATION

AGENDA NO. S-198-2009

ORDINANCE/RESOLUTION/COUNCIL DOCUMENT NO. SUBSTITUTE 36684 AS AMENDED

COMMISSIONERS VOTED AS FOLLOWS:		
	YEAS	NAYS
1. FRITZ		X
2. FISH	X	
3. SALTZMAN	X	
4. LEONARD	X	
ADAMS	X	

## ATTACHMENT A

### Columbia Crossing Mobility Commission - Concept -

Draft revised: 2/25/2009

**Purpose:**

Maximize freight and personal mobility through the Columbia River Crossings using performance standards.

**Partners:**

Oregon Department of Transportation (ODOT); Washington Department of Transportation (WSDOT); City of Portland, Oregon; City of Vancouver, Washington; Tri-Met; CTran; Metro; RTC; Port of Portland; Port of Vancouver, Oregon Department of Environmental Quality, Washington Department of Ecology.

**Boundaries:**

The Columbia Crossing District shall include the bridge influence areas of I-5. The I-205 crossing shall be identified as a secondary impact zone.

**Governance:**

Along with a Chair appointed jointly by the governors of the states of Oregon and Washington, each Partner appoints a non-elected citizen representative to serve a three-year term on the Columbia Crossing Council.

**Process:**

To achieve the goals of this Compact, by March 1 of each year the Council will recommend an annual Columbia Crossing Mobility Operations Plan for consideration by ODOT and WSDOT.

The Council's annual recommendations may include but are not limited to toll amounts, travel and auxiliary lane uses and access, transit fares and operations, and transportation demand management (TDM) strategies.

1. ODOT and WSDOT will either accept/adopt or reject with comments the proposed Plan.
  - a. When accepted, the Plan will be implemented by the DOTs in coordination with the other Partners.
  - b. If the Plan is rejected by either DOT, the Council will resubmit a revised proposed Plan for approval by ODOT and WSDOT.
  - c. If agreement on a revised Plan cannot be reached by the deadline, the Chair of the Council will convene the ODOT and WSDOT Transportation Commission Chairs to resolve any differences and complete the annual Columbia Crossing Mobility Operations Plan.

The Council may extend this process to pertinent operations of other Partners.

The Partners may unanimously override a recommendation of the Council. To do so, the decision making body of each Partner must pass the same resolution. The unanimous recommendation will bypass the Council and go to the DOTs as a recommendation for their consideration.

## ATTACHMENT B

(FOR EXAMPLE ONLY – TO BE REVISED)

### Columbia Crossing Mobility Compact – Performance Standards

#### Draft 5

February 13, 2009

Performance standards are a “performance warranty” for the purchase taxpayers are being asked to make. Clear standards with sufficient authority provide ongoing transparency and accountability.

The Columbia Crossing Mobility Council, in cooperation with implementing agencies, will recommend annual and long-term lane management, price, incentive and phasing policies to meet the following performance standards. Partners will agree on details of each standard by (date certain, 2009).

#### Financial

##### Financial Responsibility Standard

*Ensure sufficient revenue to:*

- *Meet bond covenants*
- *Meet maintenance and operations needs of all modes (detail)*
- *Provide travel options and incentives to meet Safety, Travel Reliability, Sustainability and Larger System performance standards*

##### Construction Funding Standard

*Ensure sufficient funding commitments for all project elements prior to commencement of bridge construction.*

##### Affordability Standard

*Ensure all trips are affordable and that multi-modal trips are less expensive than drive-alone trips at comparable times and distances.*

#### Safety & Health

##### Safety Standard

*Ensure collisions remain below (define number and severity thresholds within specified area)*

##### Health Standard

*Prevent local air pollution hot spots (e.g. Victory Boulevard – define pollutants and levels).*

#### Travel Reliability

##### Freight Speed & Reliability Standard

*Ensure freight vehicles are treated as a priority and meet speed and reliability thresholds*

Transit/HOV/Mode Split Standard

- *Establish annual ridership and mode split goals on I-5 and I-205 to achieve (at least 19,000 transit riders/day by 2030 or refined number) plus vanpool, carpool, bike/ped and TDM goals*
- *Ensure HOV's are treated as a priority on I-5 and I-205 and meet speed and reliability thresholds (e.g. at least 45 MPH 90% of peak periods or refined number)*

Mobility Standard

- *Bottlenecks - Prevent severe traffic hot spots (e.g. Victory Boulevard) and ensure new capacity is used wisely by phasing lane openings to meet speed and reliability standards (develop phasing plan)*
- *Ensure reasonable travel times for solo drivers, consistent with freight and HOV priority (set optimum speed & reliability for each phase)*

Diversion Standard

*Ensure less than (3,000 in 2030 or refined number) daily trips divert to I-205.*

Economic Growth Incentives Standard

*Provide incentives for transportation efficient development projects in key locations (determine budget and thresholds).*

**Sustainability**

VMT/GHGE Standard

*“Ensuring the project is consistent with Oregon and Washington’s statutory reduction goals for greenhouse gas emissions.” (June 19, 2008 Governors’ letter).*

- *Establish specific VMT and GHGE reduction schedules and measures for I-5 and I-205.*
- *Evaluate benefit/cost to offset emissions.*

Land Use Standard

*(being developed by Neil, Dean, Matt and Ross)*

**(Preamble to frame scope and intent to coordinate with adjacent transportation agencies to prevent system performance problems)**

**Larger System**

Regional Mobility Standards

*Establish mobility standards to meet regional mobility goals for interstate, state and major regional and local road and transit facilities impacted by Columbia Crossing traffic.*