

July 26, 2021

RESOLUTION NO. M-4140

A RESOLUTION supporting the replacement of the Interstate Bridge between the State of Washington and State of Oregon, guided by the principles herein.

WHEREAS, Interstate 5 is a corridor of national significance that serves the entire west coast of the United States, as well as international commerce with Canada, Mexico, and all of the countries of the Pacific Rim that access US west coast seaports; and

WHEREAS, the Interstate Bridge is a key economic connector to two major ports and much of the industrial land in the Vancouver-Portland Metropolitan Region; and

WHEREAS, Interstate 5 between Vancouver, Washington and Portland, Oregon experiences some of the most severe congestion along the entire length of the Interstate 5 corridor, especially during the daily commuting periods, affecting travel time reliability and hindering the efficient movement of people, freight, goods, and services; and

WHEREAS, the existing Interstate Bridge spans are functionally obsolete and do not meet current seismic standards, and in their current condition will hinder regional emergency response and recovery from a major seismic event; and

WHEREAS, frequent crashes on the corridor and on the Bridge affect public safety; and

WHEREAS, bicycle and pedestrian facilities on the Bridge are unsafe and do not meet Americans with Disabilities Act standards; and

WHEREAS, existing bi-state public transit service is inadequate to meet demand, and existing service operates in mixed-traffic, which has significant negative impacts on performance and operational outcomes; and

WHEREAS, high capacity transit in a dedicated guideway does not currently connect Vancouver and Portland, and high capacity transit with a dedicated guideway would provide greatly improved transit service with much better schedule reliability and service than mixed-traffic operation and support existing and planned land uses; and

WHEREAS, replacement of the Interstate Bridge is needed to support critical trade routes, address congestion, improve safety, and provide transportation choices; and

WHEREAS, the City of Vancouver adopted Resolution M-3975 on August 6, 2018, in support of planning, design, and construction of an Interstate replacement bridge, high capacity transit with a dedicated guideway, and a multimodal approach to enhance regional travel needs;

WHEREAS, a Memorandum of Intent was signed by Oregon and Washington Governors Brown and Inslee on November 18, 2018 to formally kick off joint efforts between the two states to replace the Interstate Bridge;

WHEREAS, a program called the Interstate Bridge Replacements Program (IBRP) to plan, design, and construct the replacement Interstate Bridge across the Columbia River including associated multimodal and urban design enhancements was begun in 2018 by an Oregon-Washington Bi-State Legislative Committee; and

WHEREAS, the IBRP is now in the planning and environmental phase with development of a Locally Preferred Alternative anticipated for consideration in Spring of 2022; and

WHEREAS, the City of Vancouver has identified livability, equity and inclusion, safety, innovation, sustainability and resiliency, connectivity, aesthetics, and community trust and relationships as guiding principles for the IBRP program; and

WHEREAS, the City of Vancouver, as an IBRP partner agency, shall guide and influence development of design options in a timely manner and within the framework of identified principle values;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF VANCOUVER:

The City of Vancouver City Council supports IBRP design options with outcomes that:

- a. Meet or exceed climate and equity goals as defined by the city, region, and IBRP advisory groups during all phases of the program; and

Section 1 - The Built Environment.

- b. Construct the bridge and all related structures to be resilient in the event of a Cascadia Seismic event
- c. Support efforts to make current and future Downtown Vancouver a thriving and attractive place to live, work, and visit within the greater Portland-Vancouver region
- d. Improve connectivity for all users among key downtown and Historic Reserve destinations to support economic vitality and placemaking opportunities
- e. Extend Main Street to the Vancouver waterfront and identify additional opportunities to reconnect other local roadways within the bridge influence area
- f. Improve access to transit for all users
- g. Improve access and connectivity throughout local bikeway, roadway, and sidewalk systems

- h. Improve multimodal access and connectivity to, from, and across the Interstate 5 regional highway system to Downtown Vancouver and the Historic Reserve area
- i. Include a dedicated guideway for transit that accommodates multiple high capacity transit modes and is designed to serve both current and future transit needs as the region grows
- j. Replace and/or upgrade subsurface City assets where appropriate to support new infrastructure, and

Section 2 - Urban Design.

- k. Prioritize the movement of people, freight, and goods
- l. Emphasize and center human and natural systems
- m. Integrate and recognize the IBRP area's history, especially that of Indigenous Peoples
- n. Better connect the west side of Interstate 5, the City's core downtown area, with the east side of Interstate 5, the City's Historic Reserve area, via a lid or some other public open space over Interstate 5 south of Evergreen Street connecting Library Square to the Historic Reserve
- o. Create new public open spaces under the bridge that serve the region's diverse and growing community, connect Vancouver's waterfront, and integrate with existing and forthcoming open space investments
- p. Establish continuity and integration of design associated with transit improvements that complement existing and future downtown transit investments
- q. Integrate new aesthetic features to amplify Vancouver and associated bridge improvement elements as landmark destinations, and


Section 3 - Mobility.

- r. Focus on efficient, connected, and safe movement of people, freight, and goods
- s. Provide more reliable travel for all modes and all users
- t. Reduce overall Interstate Bridge congestion and length of peak congestion periods including no lift span on the bridge
- u. Reduce peak period impacts on the local road system
- v. Reduce collisions on local roads leading to and within downtown
- w. Incorporate tolling to fund construction of the Bridge and associated elements
- x. Retain three through travel lanes on Interstate 5 in the Bridge Influence Area and, based on updated analyses, accompanying auxiliary lanes to support the Program's Purpose and Need; and


Section 4 - Construction and Ongoing Operations and Maintenance.

- y. Meet or exceed requirements to employ Minority, Women, and Disadvantaged Business Enterprise (WMDBE) firms
- z. Create opportunities for inter-generational wealth through workforce investment programs during planning, design, and construction phases of the program
- aa. Implement tolling in an equitable manner that includes mitigation programs
- bb. Proactively mitigate construction impacts to Downtown Vancouver businesses, residents, and visitors
- cc. Efficiently manage post-construction operating and maintenance costs, and
- dd. Use climate smart construction materials built for existing and future types of transportation.


ADOPTED at a Regular Meeting of the Vancouver City Council this 26th day of July,
2021.

DocuSigned by:

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Anne McEnery-Ogle, Mayor

Attest:

DocuSigned by:

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Natasha Ramras, City Clerk

Approved as to form:

DocuSigned by:

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Jonathan Young, City Attorney