MEMORANDUM

TO: Southwest Washington Regional Transportation Council Board of Directors

FROM: Matt Ransom, Executive Director

DATE: November 27, 2018

SUBJECT: **Clark County Transportation Alliance 2019-2020 Policy Statement**

AT A GLANCE – ACTION

The purpose of this memorandum is to present the Clark County Transportation Alliance 2019-2020 Policy Statement.

BACKGROUND

The Clark County Transportation Alliance (CCTA) is an alliance of public and private organizations which was formed as a transportation sub-committee of the volunteer Clark County Governmental Affairs Roundtable. The CCTA Policy Statement (Statement) is a call-to-action statement which advocates for policies and funding which benefit the Clark County region's transportation infrastructure and programs. The CCTA presents a forum for advancing a cohesive regional advocacy on priority transportation investments, and regional advocacy is critical in advancing the region's interests.

The Statement was reviewed by the multi-agency CCTA steering committee on October 15, 2018, and the committee recommended release for agency endorsements. The Statement emphasizes a list of priority regional transportation actions which will be collectively advocated for in the 2019-2020 legislation sessions. Of note is a call to action to provide start-up funding for an I-5 Bridge Replacement project office, and a top-tier list of needed projects have been listed in the event funding becomes available or a new transportation package is pursued.

Upon RTC Board endorsement, the RTC logo will be added to the list of Statement sponsors. The Statement is scheduled to be formally presented to local and state elected officials at the regionally sponsored Legislative Breakfast on December 14. This new schedule allows for additional review well in advance of the start of the 2019 State legislative session.

POLICY IMPLICATION

The CCTA Statement supports implementation of projects identified in the Regional Transportation Plan (2014). The Statement also supports refinements to the staging of key regional projects funded under the Connecting Washington transportation program and advocates for state policy / programs which further benefit member agency investments in needed regional infrastructure.

ACTION REQUESTED

Endorsement of the Clark County Transportation Alliance 2019 Policy Statement is proposed. By endorsement, the RTC's logo will be added to the Statement indicating support, and staff will participate in the Clark County Transportation Alliance Day in Olympia and share other project related information with the region's Legislative delegation upon request.

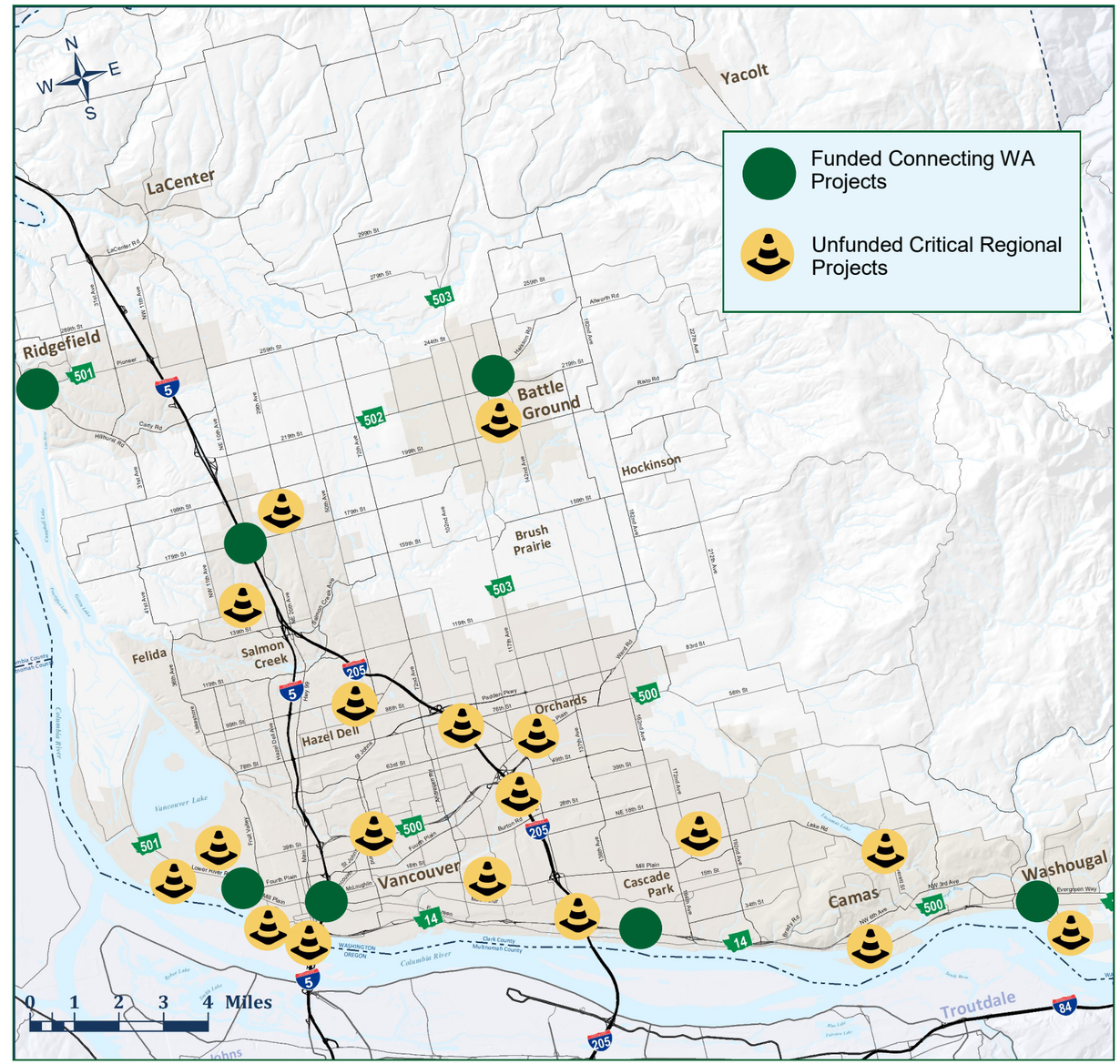
Attachment

Clark County Transportation Alliance
2019-20 Policy Statement

[Sponsor agency names and logos here.]

For more information, contact admin@iccbusiness.org or call 360.695.4116

Clark County Transportation Alliance
2019-20 Policy Statement



A CALL TO FURTHER ACTION

Clark County's residents, employers, workers and guests are experiencing serious transportation constraints from rapid growth and urbanization. Already the 12th worst congested commute among 240 cities (INRIX), traffic pressures will magnify as southwest Washington welcomes 140,000 more residents and 86,000 jobs (RTC), and Portland adds 500,000 residents and 350,000 jobs (Metro/RTC) by 2040.

As the second-largest metropolitan area in the Pacific Northwest, our top priority is addressing deficiencies in the I-5 bridge and influence area, including replacing its outdated, chronically congested and accident-prone spans. Traffic crawls at below 30 mph seven hours a day, and at just 9 mph on I-5 during peak hours (RTC) as 135,000 trips are made daily between Washington and Oregon – 300,000 when including I-205.

Century-old I-5 bridge is only Interstate lift span in the West

We urge local, state and federal legislators to be our champions in addressing specific needs described in this statement.

I-5 Bridge Replacement and Influence Area Improvements

Action #1

Create an I-5 Bridge Replacement Project Office ($15M): pursue bi-state legislative consensus, prepare critical permitting pathway, develop funding plan, begin permitting work

Complete Supplemental EIS Process: re-evaluate prior scope and EIS, restart permitting work, submit and achieve approvals, secure funding commitments, develop construction packages ($50-100M, depending on scope)

The Clark County Transportation Alliance (CCTA) fully supports replacement of the I-5 bridges and related corridor improvements. The I-5 spans are functionally obsolete and over time will require substantial maintenance investments to remain operational. Broad support is demonstrated through the process framework established in SSB 5806 along with widespread regional business and governmental statements supporting immediate action.

A bi-state approach focused on finding significant, practical solutions through this primary freight, commerce and commuter corridor is imperative, in keeping with the I-5 Corridor Strategic Plan (2002). We endorse efforts by the Oregon legislature to fund projects that address I-5 corridor deficiencies, especially the I-5/I-84 interchange (a.k.a. "The Rose Quarter") in downtown Portland. We also place high priority on long-range transportation corridor planning given steadily rising population and commerce forecasts.

Regionally Critical Projects and Needs

Action #2

Fund Regionally Critical Projects to Address Immediate Needs: secure funding either through single-project awards or as part of the next statewide transportation funding package for regionally critical projects

Fund Critical Area Planning: Find additional maintenance, planning and traffic operations funds for critical urban areas (SR-14, SR-500, I-5, I-205) to provide increased response

We support the acceleration of projects in the Connecting Washington package, such as **economically vital interchange improvements at I-5 and 179th St.** We support project budget adjustments where labor, materials and right-of-way costs have risen substantially.

Funding is requested for additional regional system priorities that serve the growth needs of communities, reduce congestion hotspots, improve safety and provide multi-modal enhancements. Each project has been vetted through the regional planning process.

The following is a list of critical regional projects:

SR-500 Intersections at 42nd Ave and 54th Ave ($6M): implement cost effective safety improvements from 2018 practical solutions study; additional investments including overpasses may be warranted

I-205/SR-500 to Padden Expressway ($30M): add auxiliary lanes to address congestion hotspot

I-205 at Mill Plain Blvd to SR-500 ($25M): add auxiliary lanes and active traffic management facilities to increase flow and capacity; project study underway

SR-500/Fourth Plain/SR-503 ($60M): intersection improvement to address congestion hot spot; project study underway

SR-14 Camas Slough Bridge ($35M): parallel bridge structure for westbound traffic and added capacity

SR-14/I-205 Interchange (TBD): provide funds for congestion relief; project study underway

SR-14 Phase 2 Access Improvements, Towncenter Connectors and Railroad Grade Separation ($64.8M): road improvements, connectors and rail over/underpass at 15th St, 32nd St, 27th St, A/Addy St. and Index St.

NE 10th Ave from 149th to 154th St/Whipple Creek ($10M): completes new north-south corridor for I-5

NE 15th Ave from 179th Street to NE 189th St vicinity ($15M): adds new arterial connection to increase capacity in conjunction with 179th/I-5 interchange upgrade

NW 32nd Ave Industrial Corridor ($3M): planning, environmental review for north-south arterial

SE 1st Street at 164th to 192nd Avenue ($7M): arterial widening and multi-modal upgrade; leverages significant private sector investments

SR-500 (Everett Street) and NE Lake Road Intersection ($5M): new roundabout at intersection to improve capacity and safety

SE Grace Avenue at SE Rasmussen Blvd to East Main Street ($6.6M): arterial street realignment and new signal for upgraded capacity

Public Transit ($5M): C-TRAN is building upon its 2017 Bus Rapid Transit debut on Fourth Plain and is assembling plans for a similar BRT line along Mill Plain. It also seeks to expand its successful Bus on Shoulder project on SR-14 with a project along I-5 Southbound from the 99th St. Park and Ride to the I-5 bridge. It is consolidating and modernizing its maintenance and operations and seeks $5M in capital support for the $30M project.

C-TRAN introduces the region's first Bus Rapid Transit (BRT)

Facilitating Transportation Mobility and Economic Growth

We urge legislators to embrace the following priorities where possible:

- Enhance or expand funding programs to improve safety and accessibility for everyone, including increased funding for safe bike and pedestrian pathways, sidewalks and street crossings
- Support broadband infrastructure to disperse economic opportunity, foster telecommuting and better compete in the gig economy
- Fund regionally significant improvements for marine access within the Columbia River, and rail access improvements and track upgrades for ports and the county-owned Chelatchie Prairie Railroad
- Support the Port of Vancouver USA's Terminal 1 Waterfront development project for safety, commerce and tourism
- Reform and fund the Model Toxics Control Act (MTCA) to assure a healthy environment
- Create a broader array of infrastructure financing methods, including tax increment financing, design-build, public/private partnerships (P3), and continued Public Works Trust Fund, CERB, FMSIB, TIB and FRAP funding
- Actively embrace smart technologies to ease pressures on the transportation grid and improve safety for all users.