



March 22, 2019

1300 Franklin Street, Floor 1  
P.O. Box 1366  
Vancouver, WA 98666-1366

564-397-6067  
564-397-6132 fax  
<https://www.rtc.wa.gov>

Oregon Department of Transportation  
C/O Megan Channell  
123 NW Flanders Street  
Portland, OR 97209

Comment delivered via email on March 22, 2019

RE: COMMENTS for I-5 Rose Quarter Improvement Project – Environmental Assessment

**Member Jurisdictions**

- Clark County
- Skamania County
- Klickitat County
- City of Vancouver
- City of Camas
- City of Washougal
- City of Battle Ground
- City of Ridgefield
- City of La Center
- Town of Yacolt
- City of Stevenson
- City of North Bonneville
- City of White Salmon
- City of Bingen
- City of Goldendale
- C-TRAN
- Washington DOT
- Port of Vancouver
- Port of Camas-Washougal
- Port of Ridgefield
- Port of Skamania County
- Port of Klickitat
- Metro
- Oregon DOT
- 14th Legislative District
- 17th Legislative District
- 18th Legislative District
- 20th Legislative District
- 49th Legislative District

On behalf of the Southwest Washington Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization for Clark County, Washington, I am submitting the following comments in response to the published I-5 Rose Quarter Improvement Project – Environmental Assessment.

RTC endorses the development and implementation of the I-5 Rose Quarter Improvement Project which has been evaluated in the Environmental Assessment. As proposed, the project improvement is forecast to provide compelling safety, travel time, and multi-modal improvements within the project limits. The project outcomes can serve to benefit regional transportation system mobility within the Portland/Vancouver bi-state metropolitan area.

Beginning with the Portland/Vancouver I-5 Trade Corridor Study (1999) and reinforced in the Portland/Vancouver I-5 Transportation and Trade Partnership Strategic Plan (2002), regional leaders and public and private partners have endorsed Plans and supported strategies which address regional bottlenecks along I-5. Specifically, these precedent Regional Plans identified a need to pursue a phased approach to addressing freight and passenger mobility in the I-5 Trade Corridor. Each Plan identified the need to eliminate “two-lane bottlenecks” at numerous locations along the I-5 corridor. Since that time, regional partners have completed commitments to eliminate 2-lane bottlenecks at locations in both Washington, such as I-5 between 99<sup>th</sup> Street and I-205 Interchange, and in Oregon on I-5 at Delta Park.

Now, the region has the opportunity to improve another regional bottleneck at the I-5/Rose Quarter vicinity. To that end, the RTC is supportive of ODOT’s current effort to fulfil these regional Plan implementation commitments.

Sincerely,

Matt Ransom  
Executive Director

cc: RTC Board of Directors