## MEMORANDUM

**TO:** Southwest Washington Regional Transportation Council Board of Directors

**FROM:** Matt Ransom, Executive Director

**DATE:** October 29, 2019

**SUBJECT:** **RTC Clark County Transportation Alliance 2020 Policy Statement**

### *AT A GLANCE*

*The purpose of this memorandum is to present the Clark County Transportation Alliance 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 (CCTA 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, 2019, 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 2020 legislation session.

### POLICY IMPLICATION

The CCTA Statement supports implementation of projects identified in the Regional Transportation Plan (2019). 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.

### NEXT STEPS

The CCTA Statement will be presented for RTC Board endorsement at the December 3 Board meeting. The Statement is scheduled to be formally presented to local and state elected officials at the regionally sponsored Legislative Breakfast on December 13.

Attachment

# Clark County Transportation Alliance
## 2020 Policy Statement

[Sponsor agency logos here.]

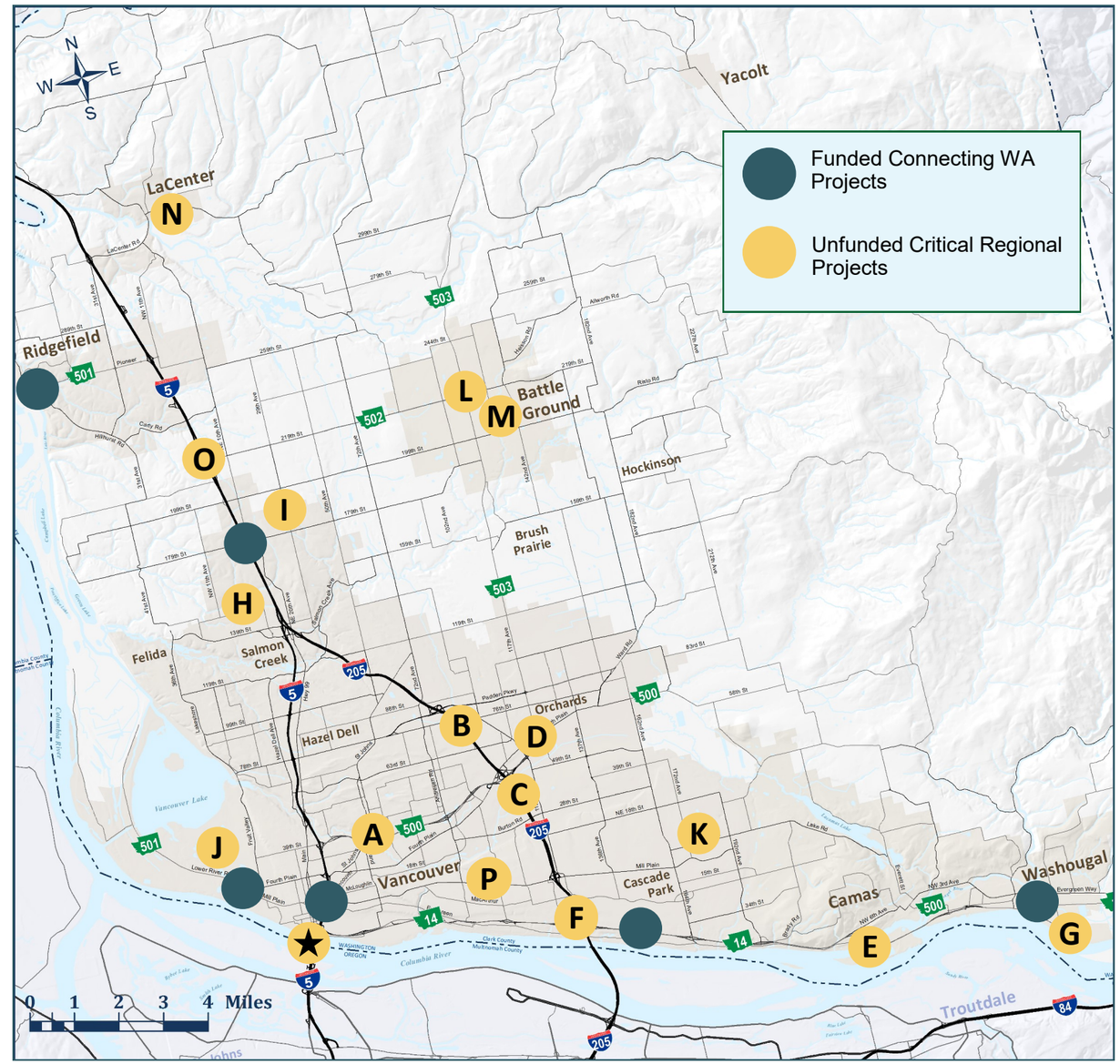
**Sponsoring Organizations:**

[Sponsor agency names here.]

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

As of 10/20/19

# Clark County Transportation Alliance
## 2020 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. As growth pressures mount, with forecast increases of 500,000 residents and 350,000 jobs within the bi-state metropolitan region by 2040 (Metro/RTC), continued action to invest and maintain our region's critical transportation infrastructure system is paramount.

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 congestion on the region's key corridor (I-5) persists for an average of 7+ hours daily in the northbound direction (Delta Park to I-5 bridge) and for 4+ hours daily in the southbound direction (Main St to I-5 bridge).

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**

**Continue Support for I-5 Bridge Replacement Program Office**: continue to develop bi-state legislative consensus, prepare critical permitting pathway, develop funding plan, begin permitting work

**Complete Supplemental EIS Process**: initiate SEIS, re-evaluate prior scope and EIS, restart permitting work, submit and achieve approvals, develop funding plan, secure funding commitments, develop procurement documents and construction packages ($50-100M, depending on scope; a portion of which is already committed by WA and OR)

We fully support 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 SSB 5806 (WA 2017), commitment of funds in the 2019 Washington State transportation budget (ESHB 1160, $35M), commitment of funds by the Oregon Transportation Commission ($9M), and the assignment of legislators in both states collaborating to replace the I-5 bridge.

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 Operations:** find additional maintenance, planning and traffic operations funds for critical urban areas (SR-14, SR-500, I-5, I-205) to optimize our existing system

We support 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.

Following are critical regional projects (lead agency):

**A) 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 *(WSDOT)*

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

**C) 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 *(WSDOT)*

**D) SR-500/Fourth Plain/SR-503 ($15M):** following recent planning study, provide funds for initial intersection improvement to address congestion hot spot *(WSDOT)*

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

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

**G) SR-14 Phase 2 Access Improvements, Towncenter Connectors and Railroad Grade-Separation ($70M):** improve A/Addy St connectors in the City's Towncenter, 27th interchange with roadway improvements to 27th and Index St, grade-separated underpass at 32nd St *(City of Washougal)*

**H) NE 10th Ave from 149th to 154th St/Whipple Creek ($12.7M):** complete new north-south corridor for I-5 *(Clark County)*

**I) NE 15th Ave from 179th St to NE 10th Ave/NE 189th St vicinity ($15M):** add arterial connection to increase capacity in conjunction with 179th/I-5 interchange upgrade *(Clark County)*

**J) NW 32nd Ave Industrial Corridor ($10M):** planning, engineering, environmental review for new north-south freight arterial *(City of Vancouver)*

**K) SE 1st St at 164th to 192nd Ave ($7M):** arterial widening and multi-modal upgrade; leverages significant private sector investments *(City of Vancouver)*

**L) SR-502/SR-503 Congestion Relief Project ($2.2M):** complete community roadway and circulation enhancements to provide improved access and safety *(City of Battle Ground)*

**M) SE Grace Ave at SE Rasmussen Blvd to E Main St ($6.6M):** arterial street realignment and new signal for upgraded capacity *(City of Battle Ground)*

**N) E 4th St Widening/Brezee Creek Culvert ($5M):** complete street makeover with fish bearing culvert replacement for improved environmental outcomes *(City of La Center)*

**O) NW 219th St Extension (I-5 to Hillhurst Rd) ($5M):** add western ramp access at I-5 and arterial street extension to Hillhurst Rd *(City of Ridgefield)*

**P) Public Transit ($5M):** co-fund design of C-TRAN's second Bus Rapid Transit (BRT) project along the Mill Plain corridor from downtown Vancouver to 192nd Ave *(C-TRAN)*

*Century-old I-5 bridge only stoplight from Canada to Mexico*

## 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
- Improve access to regional centers including designated Port and industrial districts, and access in the developing *Discovery Corridor*
- Support continued assessment of transportation infrastructure revenue beyond the traditional federal and state fuel taxes
- Support broadband infrastructure to disperse economic opportunity, foster telecommuting and better compete in the evolving digital 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
- 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