

JAY INSLEE
Governor



STATE OF WASHINGTON
Office of the Governor

January 29, 2015

The Honorable Annette Cleveland
Washington State Senate
PO Box 40449
Olympia, WA 98504

Dear Senator Cleveland:

Thank you for your continued leadership on transportation, and it was a pleasure to speak with you and your colleagues on January 9 regarding your priorities for a statewide transportation investment package.

We know why we need to make these investments. Without action, there will be a 52 percent cut in the maintenance budget, 71 bridges will become structurally deficient or functionally obsolete, commute times will continue to rise and our ability to move goods efficiently will be diminished.

Investing in transportation is especially important to Southwest Washington. With its large concentration of high tech and manufacturing jobs, it's critical that we keep the Clark County Ports, Freight and Commerce Access corridor healthy and vibrant for jobs in your region, and throughout the entire state.

As you know, I've been working to advance a balanced, multimodal transportation package since my first day in office. In December, I proposed a plan that builds on the bipartisan spirit of past efforts by offering a good-faith compromise to spark action this legislative session. It keeps us safe by fixing our bridges, patching our roads and cleaning our air and water. It also embraces efficiency, saves time and money, and drives results that the public can trust through real reform.

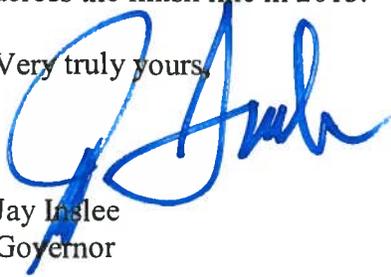
I identified a short list of key projects that finish and fix what we started. I also provided several hundred million dollars to an unallocated pool for other high-priority projects across the state. Since the release of my proposal, I've had an opportunity to meet with stakeholders and legislators to better understand regional needs. I'm confident we can work together to ensure Southwest Washington receives an equitable share of projects funded by the proposed package. In recent meetings with key legislators, I have already stressed the importance of additional investment in Southwest Washington, including those projects listed on the Clark County Ports, Freight and Commerce Access Strategy summary sheet.



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I remain optimistic that with leadership, collaboration on both sides of the aisle and serious purpose, we can pass a transportation package, but I need your continued help to advance this effort through the legislature. I encourage you to talk with your colleagues and keep the dialogue going throughout session. Working together, we can get these critical investments across the finish line in 2015.

Very truly yours,



Jay Inslee
Governor

cc: The Honorable Jim Moeller, Washington State House of Representatives
The Honorable Sharon Wylie, Washington State House of Representatives
The Honorable Tim Leavitt, Mayor of Vancouver
The Honorable Ron Onslow, Mayor of Ridgefield
The Honorable Jack Burkman, Vancouver City Councilmember
Eric Holmes, Vancouver City Manager
Steve Stuart, Ridgefield City Manager
Kelly Love, CEO, Greater Vancouver Chamber of Commerce
Mike Bomar, President, Columbia River Economic Development Council
Matt Ransom, Executive Director, Regional Transportation Council

Clark County: Ports, Freight and Commerce Access Strategy

Project Description: To improve capacity and relieve congestion along key state routes, address functional geometric deficiencies at state interchanges and along state routes that serve major Ports of the state, and to support enhanced freight movement and commerce activity at designated jobs centers within Clark County.

Outcomes: Relieve congestion and enhance freight and commerce access into three Ports (Port of Vancouver, Port of Camas/Washougal, and Port of Ridgefield) and address acute safety and congestion relief along I-5 and SR-14 into gateway employment centers of Southwest Washington State.

Project Improvements

Component A: (\$86 Million)

- **I-5 Mill Plain Boulevard Interchange and connecting ramp upgrades between SR-14 and Fourth Plain Boulevard.** Project improves: Capacity, on/off-ramp merging and weaving conflicts and geometric design upgrades to accommodate Port traffic at the most important freight interchange in the region.
- **SR-501 (Mill Plain Blvd) I-5 to Port of Vancouver.** Upgrade sub-standard signal systems, fix roadway gradients, and upgrade pedestrian safety along SR-501 into the Port of Vancouver and serving downtown Vancouver.

Component B: (\$16 Million)

- **SR-501 (Pioneer St) and Pioneer Street Bridge.** Upgrade SR-501 (Pioneer Street) into Ridgefield jobs and downtown center and eliminate at-grade rail crossings into the Port of Ridgefield increasing freight and commerce capacity and safety.

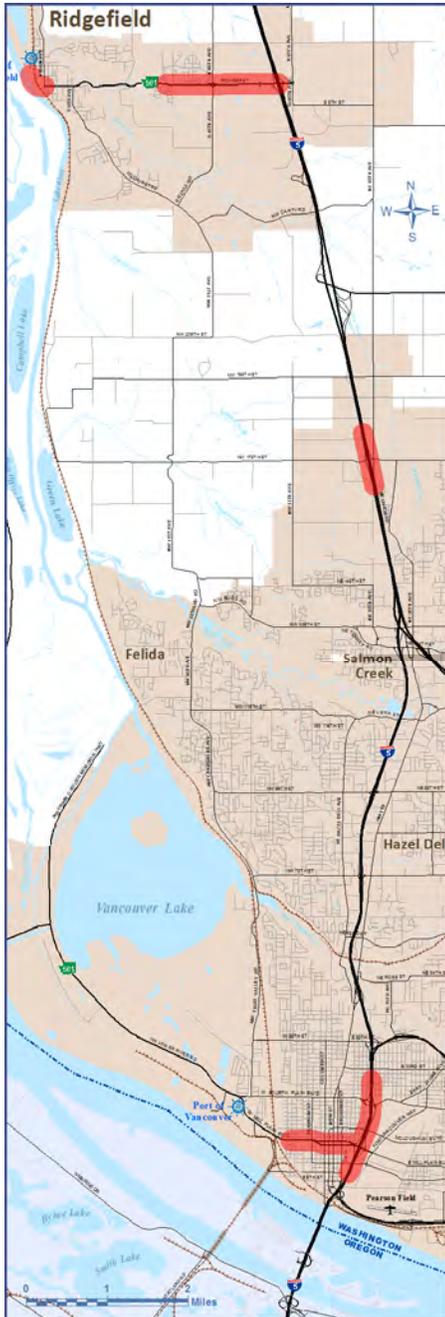
Component C: (\$63 Million)

- **SR-14: I-205 to SE 164th Ave; and West Camas Slough Bridge.** Add auxiliary lanes on SR-14 connecting to I-205 to eliminate acute congestion and add second bridge to SR-14 Camas Slough Bridge enhancing commerce access to east Vancouver, Camas, Washougal, and Port district.

Component D: (\$50 Million)

- **I-5/179th Street Interchange.** Upgrade sub-standard interchange at I-5/179th Street and support job and commercial development at southern anchor of the I-5 Discover Corridor economic development focused investment area.

Combined Project(s) Cost: \$215 Million





Mill Plain Boulevard Interchange



Cost: \$80 Million

This project provides upgrades for vehicle and truck freight access through this heavily used urban freeway interchange.

Future growth within downtown Vancouver and the Port of Vancouver are projected to create failure at this interchange. In addition, the current geometric conditions are sub-standard for oversize load shipment into/out of the Port of Vancouver.

This project was identified as a priority interchange upgrade in the Columbia River Crossing (CRC) Project Package. However, in lieu of CRC Project construction, this interchange upgrade remains a critical need.

The scope of the project includes reconstruction of the existing interchange to address vehicular capacity needs, as well as geometric modifications to the on/off ramps to facilitate the movement of larger commercial vehicle traffic.

Vicinity Map



For More Information

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Port of Vancouver USA





Port of Vancouver to Interstate 5



Cost: \$6 Million

This project provides operational, signal and geometric modifications to the corridor to increase freight and vehicle capacity.

Currently, oversized loads must divert from the SR-501 corridor onto local City streets due to the geometric deficiencies of the roadway and limited overhead clearance of the existing traffic signal systems.

These upgrades will increase the capacity for growth within downtown Vancouver and the Port of Vancouver.

The scope of the project includes reconstruction of the street to remove “high points” along the roadway that can prevent the movement of freight vehicles with limited ground clearance.

In addition, each of the traffic signals along the project corridor will be reconstructed to satisfy overhead clearance requirements for commercial truck traffic. The project will also include pedestrian crosswalks, ADA and bicycle safety enhancements.

Vicinity Map



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Port of Vancouver USA



RIDGEFIELD WATERFRONT CONNECTOR PROJECT

NEW RAIL OVERPASS AND SR-501/PIIONEER CORRIDOR IMPROVEMENT



Plan View

Project Summary:

The SR-501/Pioneer Street extension with railroad overpass is designed to provide safe, uninterrupted access to the Ridgefield waterfront and 5000+ acre Ridgefield National Wildlife Refuge. The project is a key component to the economic revitalization of Ridgefield. The Port and Washington State Department of Ecology have spent over \$80M cleaning and preparing the waterfront for jobs and redevelopment. Building an overpass and access corridor makes it possible for the Port, City and State to capitalize on the cleanup investment, spur hundreds of millions of dollars in private sector investment, and create hundreds of new jobs.

The Port and City are seeking \$16M of additional funding to complete the final phase of the project, connecting the waterfront project with Interstate 5 along SR-501/Pioneer. Phase III includes a \$11.2M span over the BNSF railroad. Currently the project has \$2.15M of federal MAP21, Regional STP funding available for Phase III. However, to retain these funds after September 2015, the Port must present a financial plan showing the Port’s ability to fully fund Phase III. If the Port fails to show full project funding, the \$2.15M will be reallocated to other projects or potentially returned to FHWA.

Project Milestones:

- 90% Design Complete
- Environmental Permitting Complete
- Right of Way Acquisition Complete
- Phase I – Eastern Approach Complete
- Phase II – Western Approach Complete

Project Budget		
Planning & Engineering	1,350,000	Completed
ROW & Phase I - Construction	1,000,000	Completed
Phase II - Construction	2,100,000	Completed
Phase III/Corridor	19,200,000	
Total Project	23,650,000	
Phase III/Corridor		
Federal Funds Remaining	2,150,000	
State of Washington - Request	16,000,000	
Local Share	1,050,000	
Phase III Cost Estimate	19,200,000	



The Phase III connector will incorporate Complete Streets principles not only by accommodating multiple user groups with dedicated pedestrian, cyclist and vehicle lanes, but also through sustainable features like bioswales and rain gardens.



Interstate 205 to SE 164th Avenue



Cost: \$37 Million

This project provides additional lane capacity on SR-14 to reduce peak hour congestion and provide greater freight movement efficiency along this crucial east/west corridor.

This project has been ranked as the #1 transportation priority for the Regional Transportation Council's 10-Year Priorities Report.

This section of SR-14 can become highly congested during the AM & PM peak hour periods and major employers including PeaceHealth, Wafertech, Fisher Investments, and Integra Telecom are served by this roadway link.

The success of these existing employers together with future growth opportunities within East Vancouver, Camas and Washougal and the Port of Camas/Washougal is heavily contingent on the completion of this project.

The scope of the project includes the construction of additional travel lanes in each direction of SR-14 between I-205 and SE 164th Avenue.

Vicinity Map



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Widening the West Camas Slough Bridge

This project originally included widening the West Camas Slough Bridge, but in 2008 those improvements were cut due to budget issues.

WSDOT estimate is between \$25 million and \$30 million to do all the work necessary to widen the West Camas Slough Bridge. The structure has to be retrofitted to meet current seismic standards.

This Portion of SR14 Phase 1 is incomplete and the HWY is reduced to 2 lanes on the bridge.





NE 179th Street Interchange Replacement

Request: State funding to rebuild the NE 179th Street Interchange, at Exit 9 on Interstate 5. The project is at the south end of the Discovery Corridor, an area along I-5 that Clark County has identified for intensive job creation.

Project purpose: Improve safety, enhance mobility and support job creation.

Cost: Replacing the interchange would cost an estimated \$35 million, and improving county arterial roads in the area would cost an additional \$25 million.

Economic potential: Killian Pacific, a private developer that plans to build the Three Creeks Retail Center along NE 15th Avenue east of the interchange, estimates more than 9,400 jobs could be created on 1,410 acres in the area.

Clark County has signed a development agreement with Killian Pacific pledging to work with the company to improve traffic flow in the area. Projections indicate the Three Creeks Retail Center, on full build-out, could generate as much as \$28.5 million in sales taxes over 25 years.

Outdated infrastructure: The NE 179th Street Interchange was built when the area was remote and rural. The east freeway bridge, carrying northbound I-5 traffic, was built in 1960 and the west bridge, carrying southbound traffic, was built six years later. The freeway's vertical clearance does not meet design standards for new bridge construction. The bridges do not meet modern earthquake standards.

The current lack of expansion width under the freeway creates a major bottleneck for east-west traffic flow on NE 179th Street. There is little remaining capacity in the NE 179th Street corridor and new job-creating projects could be blocked because of inadequate infrastructure.

Related road projects: Rebuilding the NE 179th Street interchange would provide complete regional mobility when coupled with other projects in the planning/design stage.

NE 10th Avenue bridge and roadway improvements will connect and improve NE 10th Avenue along the west side of I-5, including building a new bridge over Whipple Creek. The project is expected to cost \$35 million and could begin in 2017. It will improve access to the Event Center at the Clark County Fairgrounds, Sleep Country Amphitheater and other facilities; provide alternate routes for emergency responders and disaster response; and support existing land uses and zoning, as envisioned in the county's 20-year comprehensive plan.

New county arterial road projects in the immediate area of the NE 179th Street Interchange have recently been approved for design and will be ready to connect with a state-funded interchange replacement in the near future. Improvements to NE 179th Street, both east and west of I-5, NE Delfel Road and NE 15th Avenue north of NE 179th Street are moving forward as part of the 2015-2020 County Transportation Improvement Program.

Conclusion: Replacing the NE 179th Street interchange would improve safety, enhance mobility and support economic expansion. Recreating the successful state-county partnership that recently completed the \$133 million Salmon Creek Interchange Project would cooperatively build essential transportation infrastructure to spur job creation and foster a robust economy.

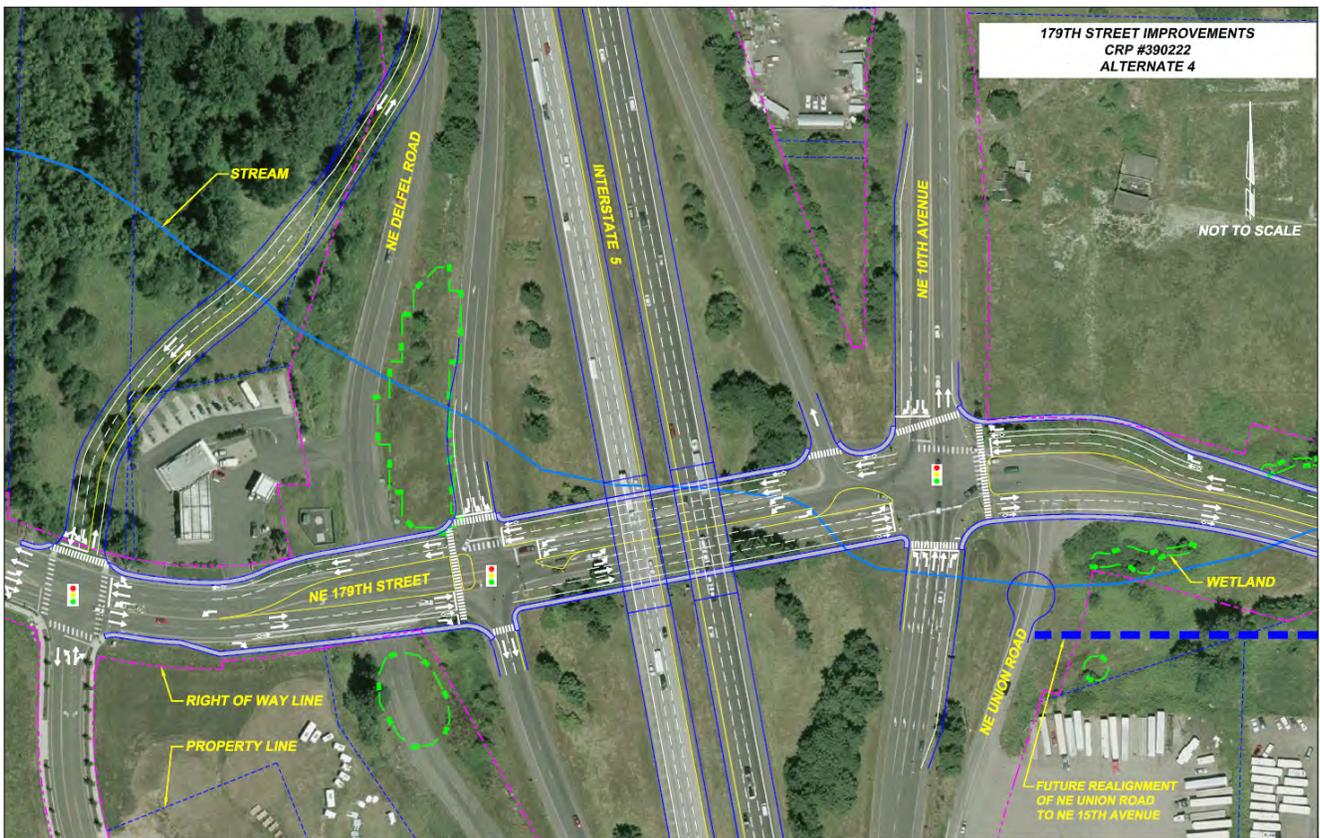
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The existing NE 179th Street Interchange, looking west under I-5.



One possible alternative for replacing the NE 179th Street Interchange.

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For other formats, contact the Clark County ADA Office
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