

I-5 BRIDGE PROJECT SHOULD CARRY "PROJECT OF STATEWIDE SIGNIFICANCE" DESIGNATION

The pending I-5 bridge project qualifies for, and should be designated by the State of Washington as a project of statewide significance. In 1997, the state legislature adopted legislation which provides that certain projects and investments merit special designation and treatment by government bodies as government projects and investments of Statewide Significance.

Whereas--- The above mentioned legislation designates that border-crossing projects involving both private and public investments carried out in conjunction with adjacent states or provinces or a private development with private capital investment qualifies for this special designation; and,

Whereas---Such designation is designed to "expedite the development of projects of statewide significance" and local governments having comprehensive plans may "develop a process to expedite the review, approval, permitting, and completion of projects of statewide significance; and

Whereas---The I-5 bridge project clearly falls under that designation; and

Whereas--- This legislation refers directly to the types of investment like SEH America and Wafer Tech that were designated as projects of Statewide Significance; and

Whereas---Border Crossing projects that involve both private and public investments with adjacent states such as the State of Oregon; and local industries and the employees of those industries rely directly on the bridge that services the I-5 corridor; and

Whereas---The I-5 bridge is designated as part of a national defense interstate highway system serving the west coast from Canada to Mexico, including Oregon and Washington and the metropolitan area of Portland and Vancouver; and

Whereas--Existing I-5 bridge congestion is negatively impacting the entire west coast, especially projects that have been designated Industries of Statewide Significance and the economies of SW Washington and the Portland Metropolitan Area;

Therefore---Be it resolved that the Regional Transportation Council (RTC) recommends that the State of Washington designate the I-5 Bridge Replacement as a project of Statewide Significance.

Submitted by: Ed Barnes
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Draft

Application for status of Statewide Significance for the I-5 Bridge Replacement.

Applicants to the Department of Commerce could be the Cities of Vancouver, Ridgefield, Battleground, Camas, and Washougal the Ports of Vancouver, Ridgefield, and Camas-Washougal, County of Clark and the RTC.

Supporting the application could also be the RTC, CREDC, Vancouver Chamber, SW Washington High Tech Council, Identity Clark County, The Cowlitz Casino, High Tech Council, whose members are SEH America and Wafer Tech, who have been designated as Industries of Statewide Significance and any other projects that are affected by the I-5 Bridge. Other Industries and projects that are contributing to and are impacted by the I-5 Interstate and defense highway and bridge will attach letters of support.

We will need information from the Washington State Department of Transportation concerning who will be the Project leader of the construction of the Bridge and of the private investments that are being made directly related to this project.

Project leaders of the main bridge project and related improvements that are being made as part of this overall project will be listed separately and attached.

This project is affecting all of the Governmental agencies that are supporting and involved in the overall development of the I-5 Bridge Replacement its accesses.

On page three of the application the Project Classification would be Primary for a Border Crossing, Net Environmental Benefit, Commercialization of Innovation, Private Industrial Development.

Explanation of Classification: It is the main Federal Interstate Defense Highway between Canada and Mexico, and as the main access between the State of Washington and the State of Oregon this project has Statewide Significance for

both States because of the traffic congestion, pollution that it is causing, impact on industries and businesses in the area.

The present impact that is taking place on I-5 today shows the need to expedite all elements of this project.

Anticipated Date of completion of Construction and commencement of operations over a replacement bridge can only be made after funding is secured.

On page 4 we will need the projections that were used in proposal that Oregon State had agreed to fund.

We will need letters from the City of Vancouver, Port of Vancouver, and County of Clark because of Accesses that are located along I-5.

We will need the number of jobs and private investments that are being made that directly relate to the access and need of the I-5 replacement bridge.