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Vancouver, WA 98660

February 12, 2014

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House Committee on Transportation and Economic Development  
Oregon State Capitol  
900 Court Street NE, Room 453  
Salem, OR 97301

**Re: Columbia River Crossing / Clark County Perspective**

Dear Committee Members:

Thank you for taking a moment to consider the importance of economic development for the entire Portland/Vancouver metro area and our region, commuting by employees across county lines, and the I-5 Bridge.

Many of us in Clark County are proud to be economic development activists. I have personally been engaged in economic development activities in Clark County for over 25 years, serving as former chair of the Economic Development Council, and on the Steering Committees in the generation of at least two, long-range economic development plans for Clark County, including the most recently adopted plan in 2011. I am also here as the vice-chairman of Identity Clark County, a business development advocacy group, with a strong emphasis on building transportation infrastructure, and a member of the Columbia River Crossing Coalition.

**The Heart of the Matter.** At the heart of the economic development and prosperity in the Portland/Vancouver metropolitan area are two principal drivers -- a skilled, educated and mobile work force, and a robust transportation backbone.

Clark County is no slouch in the economic development area. We have successfully transitioned from old line, industrial factories such as Alcoa and Boise-Cascade, to ride the wave of Asian investment and hi-tech growth, landing large employers, well-known in business circles, including Wafer-Tech, SEH America, LSI, nLight Photonics, Integra, Hewlett-Packard, and many others. We have two major hospitals; a diversified and robust Port of Vancouver and other ports; several large, private industrial parks, including a PacTrust business park; a 4-year university and a large and strongly supported community college; and a sizable mass transit system.

It has taken an enormous effort by the private and public sectors to achieve these results.

If the four counties of the Portland/Vancouver metropolitan area are the four chambers of a heart, Clark County is doing its share of the pumping. In addition to strongly contributing to the flow of goods and services in the region, thousands and thousands of its residents travel the I-5 Bridge and I-205 Bridge daily to jobs throughout the metropolitan area. They are heading to Swan Island, to the downtown business district, to hi-tech companies in Washington County, to the Portland Airport as employees of airline users and service providers, to Precision Castparts, Boeing and FedEx, in much the same way as residents of Washington County, Multnomah County and Clackamas County cross county lines to reach these employers. It is a long-running truism in Clark County that perhaps one of the largest business employers in Clark County is in fact Intel in Hillsboro. And there is a counter flow of employees and business traffic from south of the river to north of the river.

**The Transportation Backbone.** Our County's economic development growth, and our plans, has been directly linked to surface transportation improvements. The key building block is the triangle formed by I-5, I-205 and SR14, and the arteries emanating from that triangle. Its robustness and vibrancy drive site locations for large and small employers, hospitals, higher education, a regional shopping center, ports and our mass transit system. *Please see the attached three maps to this letter, showing the strong proximity of large businesses, health care and education centers, and mass transit to this triangle and its arteries.*

Of course, I am speaking to the choir; it's no fluke. Look at another triangle in the Portland/Vancouver metropolitan area, formed by Hwy 26 between Portland and Hillsboro, I-5 between Portland and Tualatin, and Hwy 217, linking the two. You and your predecessors have supported and continue to improve this triangle and its connecting arteries. There is a startling nexus of business parks, regional shopping facilities, hospitals and major employers choosing to locate within this triangle or near its connecting arteries. And of course, note the strong linkages of public transportation to these corridors. *Please see the attached three maps for this area, paralleling those for Clark County, showing these proximities.*

**The Problem.** But we both have a common problem. We have not fixed the aging, congested and fragile link of I-5 across the Columbia. That link affects everything in Clark County's triangle and the efficiency of all connections to it, and what we contribute to the Portland/Vancouver metropolitan area as a whole and to our region.

The I-5 Bridge design does not incorporate adequate safety margins for its now prodigious traffic. It doesn't matter if it's a fender bender, a stall, a flat tire, someone running out of gas -- there is no safety lane to pull into, and each incident leads to the closure of at least one lane and a dramatic slowdown of another, and maybe all. Tie that to bridge lifts that routinely stack up traffic for a mile or more on either side, and cramped interchanges and ramps, and the result is the notorious unpredictability of the I-5 Bridge.

The differences in safety, travel experience and speed between transits on the I-205 Bridge and on the I-5 Bridge are like night and day.

Identity Clark County is proud of its effort, in collaboration with other business organizations, to preclude bridge lifts on I-5 during rush hour with consultation with the governors, as well as federal officials and legislators, to limit further delays. But of course, that does not mean that the commute is easy during rush hour or readily predictable during the rest of the day for trucking and other business users.

Unfortunately, we have not provided the safest, most predictable, reliable and varied commuting alternatives for employees going north or south, nor freight mobility for goods and services on both sides of the river. This artery is constricted.

Some would argue that making improvements to the I-5 Bridge will not correct bottlenecks and delays caused by the confluence of I-5 and I-405 at the Rose Quarter. If we had had that approach to I-5 north of the bridge to Seattle, we would still have a 2-lane freeway to Seattle. Each step, including 6 lanes at Longview, 6 lanes through material portions of Chehalis and Centralia, 6 lanes in the approaches to Olympia and north, reworking of the interchanges in Tacoma to facilitate smoother traffic across two Tacoma-Narrows bridges, may not be directly linked to the next, but each is necessary, and the effect of that persistence, taken as a whole over time, is a dramatic improvement in capacity and safety that benefits the entire region, and particularly the states of Oregon and Washington.

Oregon has taken a similar approach with its persistence over time, revamping the interchanges of Hwy 217 and I-5, the interchange of Hwy 217 and Hwy 26, and the steady improvements to add capacity to Hwy 26 from the tunnel in Portland west to the city of Hillsboro.

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**Business Support for the Solution.**

We need this new bridge. We appreciate the bold step which the governor of Oregon has taken. We want you to know Clark County employers and employees care about this bridge replacement, and we hope you succeed in moving the bridge replacement to reality.

*Please see the attached excerpts from our 2011 County-Wide Economic Development Plan, adopted by the Board of Directors of the Columbia River Economic Development Council (including public and private entities), and examples of the common legislative agendas adopted year after year by our most active business and economic development organizations and partnerships.*

Thank you for your support!

Yours very truly,



Mark R. Feichtinger  
Vice-Chairman and Board Member, Identity Clark County  
Member, Steering Committees, CREDC, Clark County-Wide Economic Development Plan  
Past Chair, Columbia River Economic Development Council

# **CLARK COUNTY TRIANGLE ATTACHMENTS**

# VANCOUVER, WA Hospitals, Large Clinics & Higher Education

Kaiser Permanente Salmon  
Creek Medical Office

Washington State University-  
Vancouver Campus

Legacy Salmon Creek  
Medical Center

Kaiser Permanente  
Medical Group

PeaceHealth Southwest  
Medical Center

Clark College

51

51

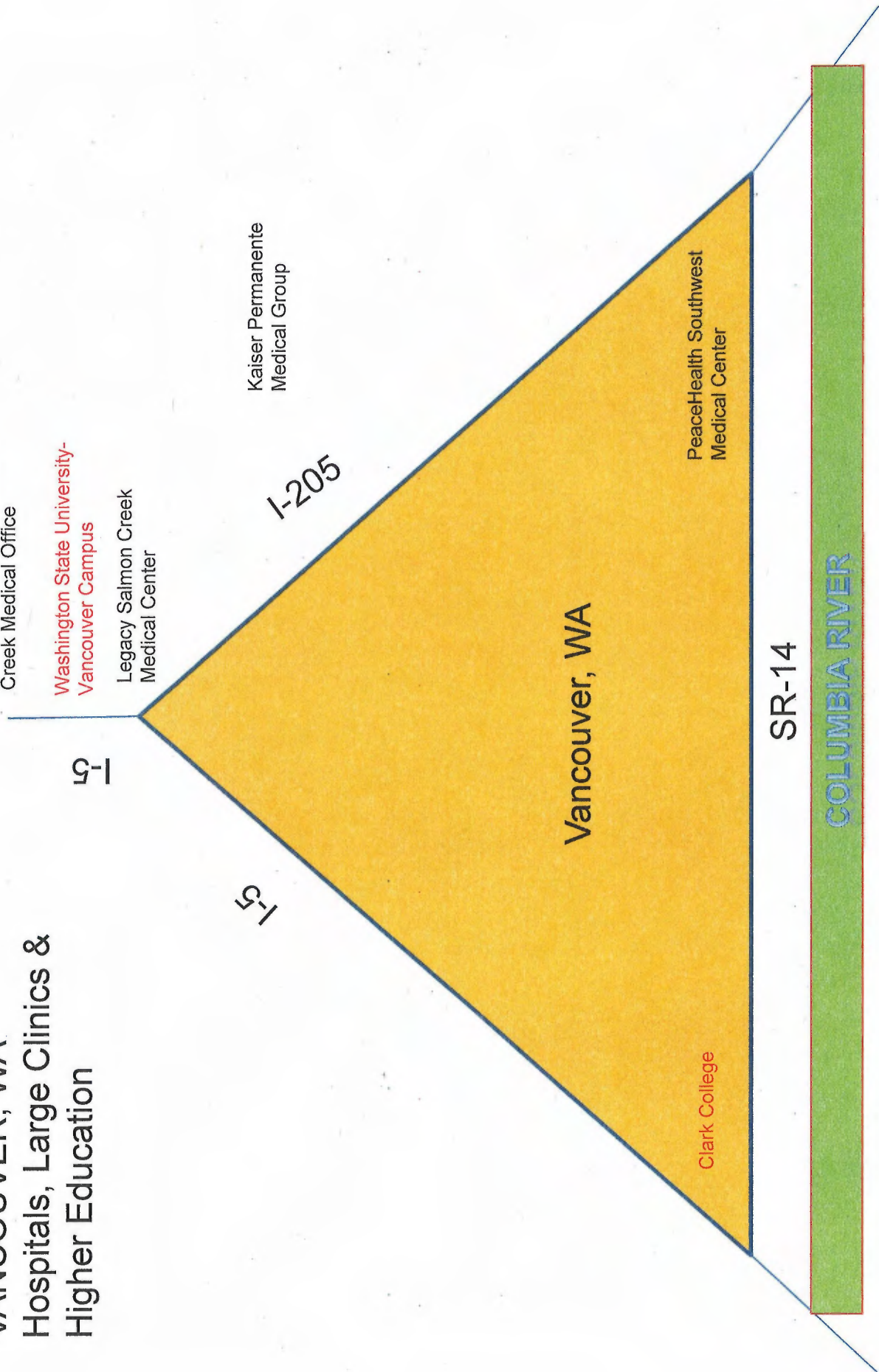
I-205

Vancouver, WA

SR-14

COLUMBIA RIVER

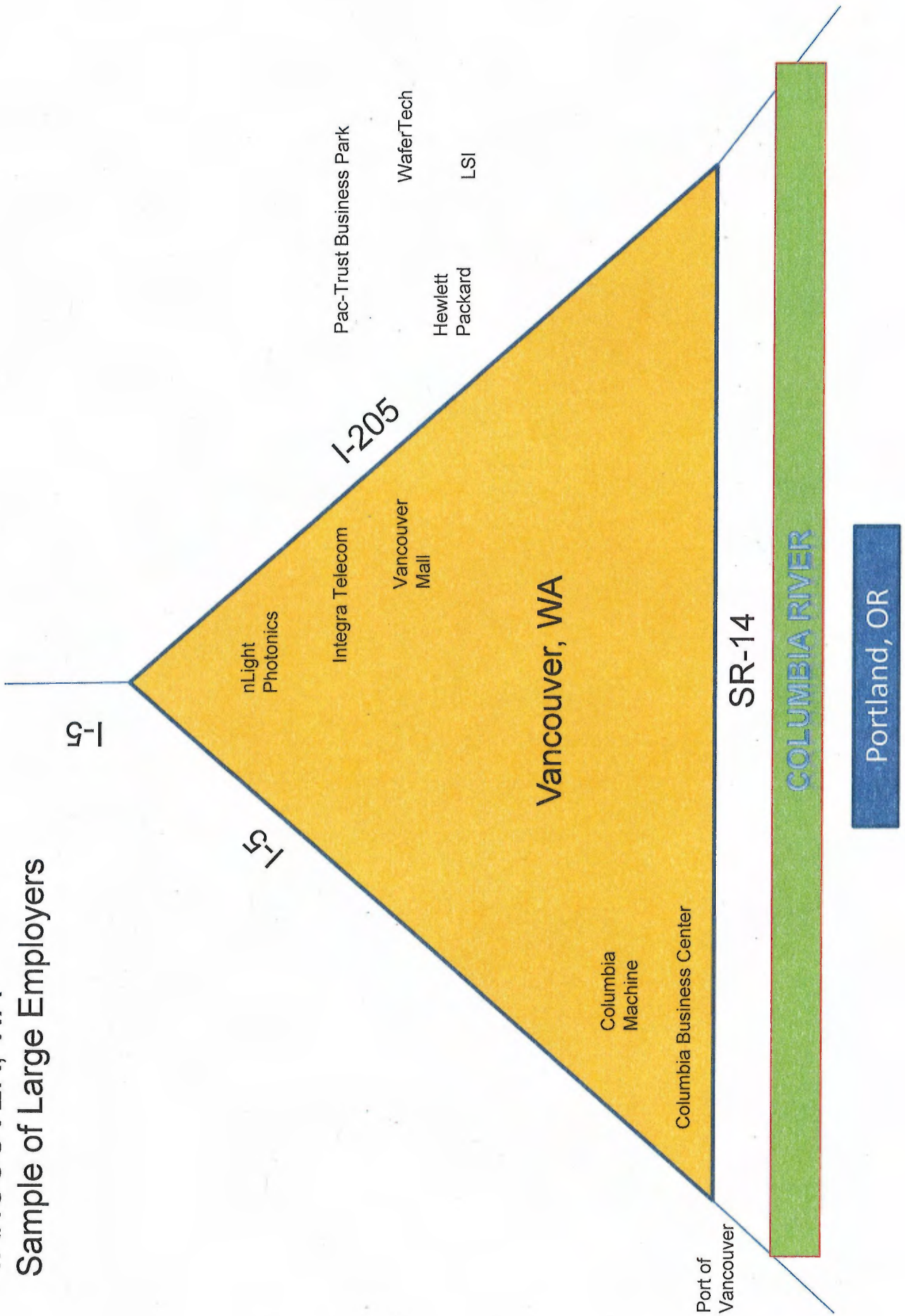
Portland, OR





# VANCOUVER, WA

## Sample of Large Employers



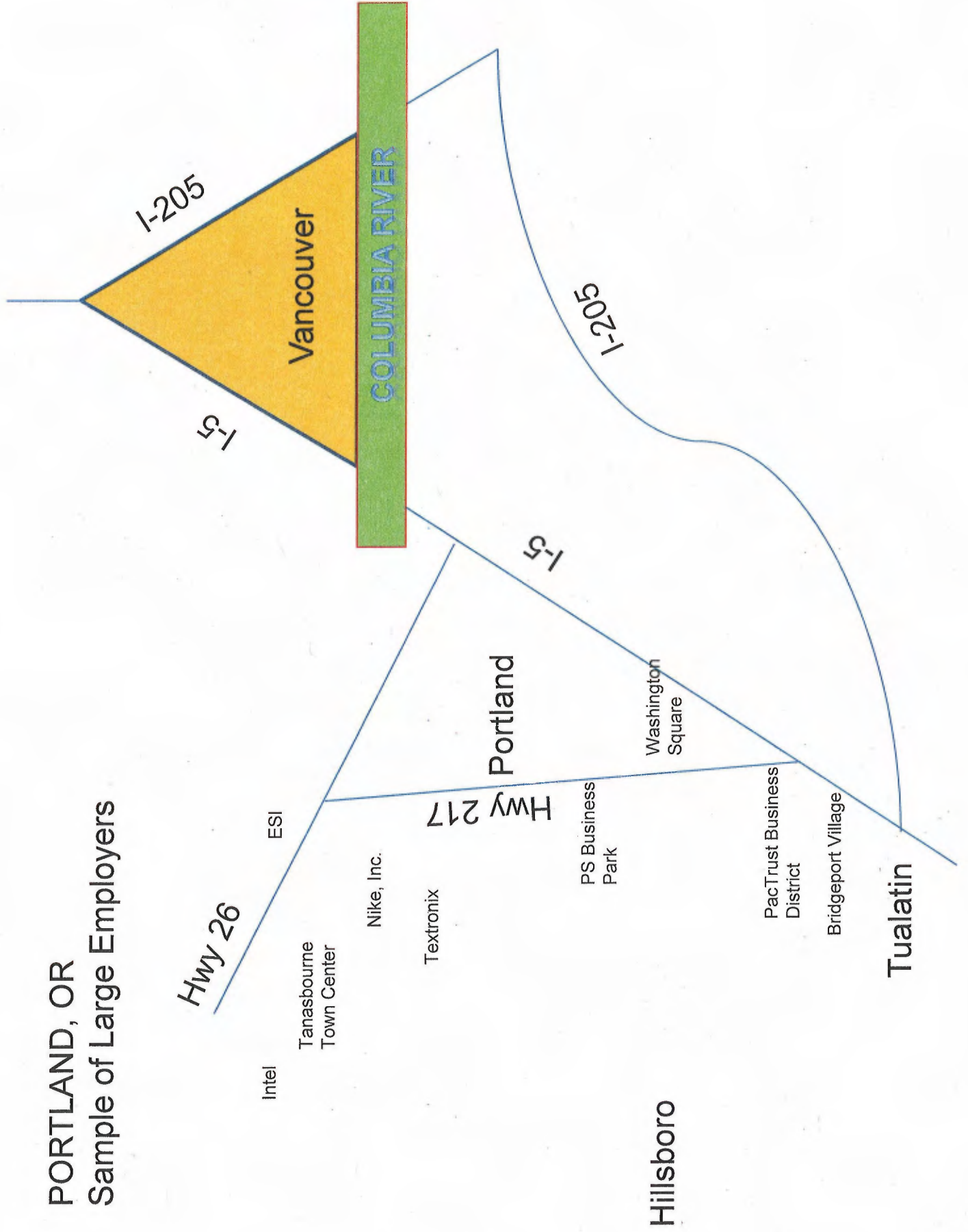




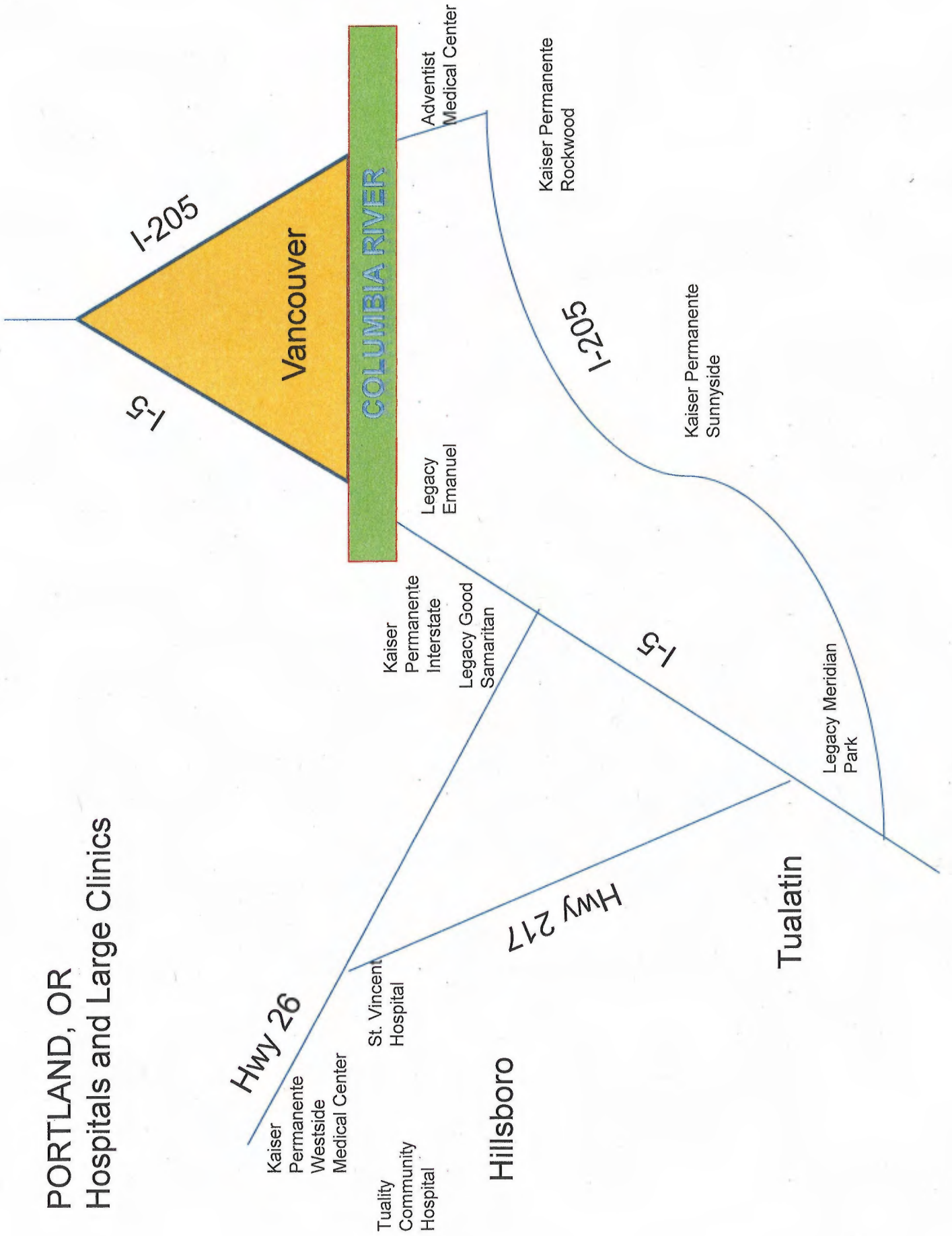
# **PORTLAND METRO WESTSIDE ATTACHMENTS**

# PORTLAND, OR

## Sample of Large Employers



# PORTLAND, OR Hospitals and Large Clinics





**Bus Service**

- Frequent Service
- Standard Service
- Rush-Hour Service

**Rail Service**

- MAX Blue Line Hillsboro/City Center/Gresham
- MAX Green Line Clackamas TC/City Center
- MAX Red Line Airport/City Center/Beaverton TC
- MAX Yellow Line Expo Center/City Center
- WES Commuter Rail Beaverton/Wilsonville

**Points of Interest**

- Transit Center
- Bike Parking Facility
- Park & Ride Lot
- High School or College
- Hospital
- Library



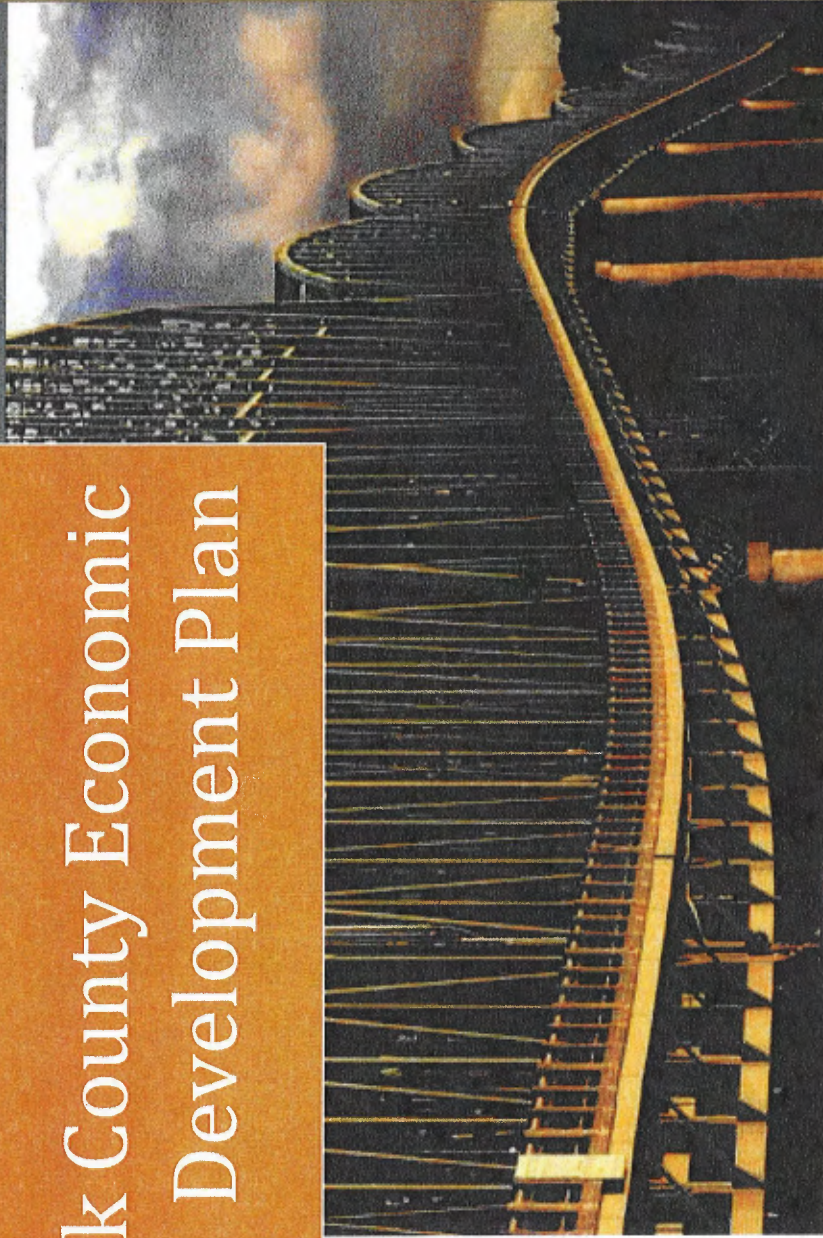
# **BUSINESS COMMUNITY SUPPORT ATTACHMENTS**



Final Edition  
September 2011

# Clark County Economic Development Plan

Clark County, Washington



Prepared for the Columbia River  
Economic Development Council

By TIP Strategies, Inc.

106 East 6th Street, Suite 550 | Austin, Texas 78701

[www.tipstrategies.com](http://www.tipstrategies.com)

TIP Strategies, Inc.

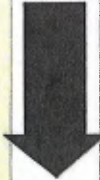
Final Edition 9/2011

- Continue planning and infrastructure investment efforts on industrial and commercial sites requiring more than 18 months to be made shovel-ready.
  - Steigenwald Commerce Center (Washougal)
  - Circle C Properties (La Center Junction)
  - 192/SR 14 Interchange (Vancouver & Camas)
  - 179<sup>th</sup> Street Interchange
- Protect from rezoning land that is currently zoned or otherwise designated industrial and commercial office.
- The ports in the county should identify a mechanism for assembling and aggregating small properties located outside their existing boundaries.
- Continue inventorying industrial and commercial office sites in the county, including location, size (acreage and net acreage), ownership, zoning, environmental, planning, shovel-readiness, and infrastructure requirements. The inventory should be stored as a master county database by CREDC. Ports and municipalities should regularly provide information to update the database.
- CREDC should enhance its online searchable database of commercial office and industrial properties in the county. Additional property search and GIS mapping capabilities should be incorporated into the tool.
- **STRATEGY 5.2: Accelerate efforts to develop a Research Park, preferably within the Information Technology Zone. (See Strategy 2.1.)**
- **STRATEGY 5.3: Continue planning and implementing the regional sewer program.**
  - Partner agencies should update their respective General Sewer Plans, Comprehensive Plans, and related documents to align with the regional direction.
  - Complete the Regional Business Plan to determine the legal, financial, and operational form for partner agencies to implement regional sewer.
  - Partner agencies should complete all other individual engineering, design, and facilities plans.
- **STRATEGY 5.4: Continue supporting critical local and regional transportation infrastructure investments.**
  - Continue working with regional and state partners to secure funding for a new I-5 bridge across the Columbia River.



- Make needed road infrastructure investments to improve the movement of workforce and goods throughout the county.
  - Improve access to I-5 in northern areas of county.
  - Continue investing in freight rail capacity in the county.
    - Chelatchie Prairie Railroad
  - Ensure all areas of the county are digitally connected, as well as physically connected.
- **STRATEGY 5.5: Encourage new mixed-use developments along the river offering retail, residential, commercial, office, dining, and entertainment amenities.**
  - Support efforts to implement the City of Vancouver's City Center Vision & Subarea Plan.
    - Work with Columbia Waterfront LLC to complete the final design work for the 35-acre Columbia River Waterfront Development.
    - Promote and market the area to new residents and business involved in information technology, creative industries, healthcare services, and other high value, high growth sectors.
  - Work with the City of Washougal, Port of Camas, and private developer to develop the 25-acre Hambleton Lumber Property Waterfront Redevelopment Project.
  - Continue pursuing mixed-use waterfront development partners and opportunities at Millers' Landing on Lake River in the Port of Ridgefield.
- **STRATEGY 5.6: Continue utilizing new and existing economic development tools and incentives available to the county, cities, ports, and CREDC.**
  - Development process incentives. To promote new private commercial and industrial development, Clark County should consider extending its "Fee Holiday" program, which expires on its December 31, 2011.
  - Expedited permitting. The county and cities should continue streamlining the development review and permitting process.
  - Real Estate Excise Tax for Local Capital Projects. The county should allocate proceeds from the tax to fund critical economic development infrastructure in the county. A potential use of the REET funds would be funding infrastructure development at the proposed Research Park.



ACTIONS	POSSIBLE IMPLEMENTING PARTNERS	TIMEFRAME				
		Ongoing	0 to 6 months	6 to 12 months	13 to 24 months	3 to 5 years
Continue planning and infrastructure investment efforts on industrial and commercial sites requiring more than 18 months to be made shovel-ready.	CREDC, Ports, Cities, County					■
Protect from rezoning land that is currently zoned or otherwise designated industrial and commercial office.	CREDC, Ports, Cities, County	■				
Identify a mechanism for assembling and aggregating small properties located outside their existing boundaries.	Ports				■	
Continue inventorying industrial and commercial office sites in the county, including location, size (acreage and net acreage), ownership, zoning, environmental, planning, shovel-readiness, and infrastructure requirements. The inventory should be stored as a master county database by CREDC.	CREDC, Ports, Cities, County		■			
CREDC should enhance its online searchable database of commercial office and industrial properties in the county. Additional property search and GIS mapping capabilities should be incorporated into the tool.	CREDC			■		
<b>STRATEGY 5.2: Accelerate efforts to develop a Research Park, preferably within the Information Technology Zone. (See Strategy 2.1.)</b>						
<b>STRATEGY 5.3: Continue planning and implementing the regional sewer program.</b>						
Partner agencies should update their respective General Sewer Plans, Comprehensive Plans, and related documents to align with the regional direction.	County, Cities, Ports,		■			
Complete the Regional Business Plan to determine the legal, financial, and operational form for partner agencies to implement regional sewer.	County, Cities, Ports,		■			
Partner agencies should complete all other individual engineering, design, and facilities plans.	County, Cities, Ports,		■			
<b>STRATEGY 5.4: Continue supporting critical local and regional transportation infrastructure investments.</b>						
Continue working with regional and state partners to secure funding for a new I-5 bridge across the Columbia River.	CREDC, Ports, Cities, County, ICC					
Make needed road infrastructure investments to improve the movement of workforce and goods throughout the county.	CREDC, Ports, Cities, County, ICC		■			■
Continue investing in freight rail capacity in the county.	Cities, County, Ports	■				



# Clark County Transportation Alliance

## 2013 - 2014 Washington State Legislative Policy Statement

### Transportation Needs and Solutions

#### A CALL TO ACTION

*Clark County is facing unprecedented transportation infrastructure revenue challenges.*

- + *Local and state transportation **safety and mobility** needs continue to grow for both new facilities and for the maintenance of the transportation system.*
- + *As the **Columbia River Crossing** project proceeds, significant levels of new state funding will be needed.*
- + *Critical **transit and rail/freight** improvements are needed.*

*Transportation infrastructure is directly related to economic recovery, community development and overall quality of life in southwest Washington. Meeting our transportation needs will require a unified effort by public and private sector leaders and strong, effective leadership by our local legislative delegation. Organizations on the back of this statement ask that our legislators **support the following transportation***

#### New Revenue Package

A new **comprehensive revenue package**, with direct distributions to local governments for **preservation and maintenance**, is **needed now**. New and enhanced local transportation funding options are needed as well. Recent work of the Connecting Washington Task Force and our own RTC has documented a growing multi-billion dollar transportation infrastructure deficit at the state and regional level in order to meet current and future unmet needs. We respectfully suggest that action take place this legislative session. **Critical Clark County and SW Washington projects** need to be **included in any project list** associated with any new transportation revenue package. *We urge local legislators to rely on RTC for direction on regionally validated local and state system project priorities.*

Under existing regulatory procedures, transportation projects take too long to build. **Accelerated project permitting** with **regulatory streamlining** would move projects faster and stretch transportation funding.

**And, protect existing funding:** \$120M in 2013-17 TPA and Nickel funding for five local projects.

#### Columbia River Crossing Project

The success of the Columbia River Crossing project requires our local legislators to:

- Advocate for the Columbia River Crossing Project;
- Help **secure state funding** and passage of legislation needed to facilitate the project; and
- Support state and local decision-making that maximizes federal funding and enhances timelines to allow construction of the project to proceed as soon as possible.

#### Ports and Freight

Our ports and rail system play a vital role in the region's economy. Infrastructure investment in our freight systems brings jobs and has direct economic benefits to the region. We ask our legislators to support funding for freight projects: Port of Vancouver's **West Vancouver Freight Access** project; upgrades to Clark County **Chelatchie Prairie Railroad**; **SR14 improvements** at and near Port of Camas-Washougal; and Port of Ridgefield's **Pioneer Railroad Street Overpass** project.

#### Public Transit

C-TRAN is an essential component of Clark County's transportation system. The Clark County Transportation Alliance requests that the Legislature support and **enhance funding for public transportation** as a critical mode in the metropolitan and statewide transportation systems, including Regional Mobility Grants and other targeted investment programs.

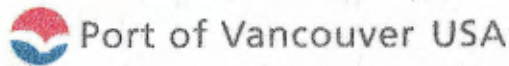
**FOR MORE INFORMATION REGARDING CCTA CONTACT:**  
Paul Montague at 360-695-4116 or Mark Brown at 360-790-4427  
[pmontague@identityclarkcounty.org](mailto:pmontague@identityclarkcounty.org) or [markobrown@comcast.net](mailto:markobrown@comcast.net)



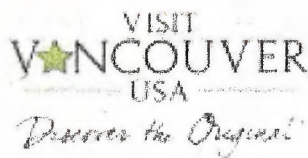
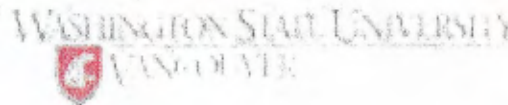
# CLARK COUNTY TRANSPORTATION ALLIANCE

of the Clark County Governmental Affairs Roundtable  
2013-2014 State Legislative Sessions

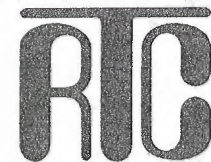
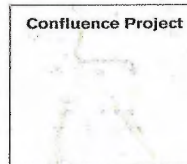
## TRANSPORTATION NEEDS AND SOLUTIONS



Legacy Salmon  
Creek Hospital



FORT VANCOUVER  
National Trust



### Sponsoring Organizations:

Camas Washougal Chamber of Commerce  
City of Battle Ground  
City of Ridgefield  
City of Vancouver  
City of Washougal  
Columbia River Economic Development Council

Confluence Project  
C-TRAN  
Fort Vancouver National Trust  
Greater Vancouver Chamber of Commerce  
Identity Clark County  
Legacy Salmon Creek  
Partners In Career

Port of Ridgefield  
Port of Vancouver USA  
Regional Transportation Council  
Vancouver's Downtown Association  
Vancouver USA Regional Tourism Office  
Washington State University - Vancouver

# SHARED BUSINESS PRIORITIES

## for the 2013 Washington State Legislative Session

As we move into 2013, Southwest Washington has largely been bypassed by economic recovery. As the Legislature continues to wrestle with the budgetary challenges it faces on a statewide level, the need remains to minimize economic harm to municipalities, schools, and our other local economic entities. When cuts are made in the State budget that affect local communities, the legislature should review mandated policies under State law that remain unfunded and if possible allow latitude on implementation to our local governments, schools and other impacted agencies.

### Education

As Southwest Washington struggles to emerge from its deepest and most persistent recession in half a century, our region's competitive position increasingly rests on the cornerstone of a well-educated and technically competent workforce. The business community of Southwest Washington supports education on all levels from cradle to career:

- Support funding the Quality Education Council's recommendations as a down payment on the Washington Supreme Court's McCleary decision.
- Increase state funding to maintain affordability and access for WSU and Clark students. Fund over-enrolled FTE students at Clark College and WSU Vancouver.
- Support enhancement of Science, Technology, Engineering and Math (STEM) programs and Career Technical Education (CTE) programs in middle schools and high schools.

### Economic Development

Clark County's unemployment remains about 35% higher than the State of Washington as a whole. It is imperative that we develop a business and regulatory climate that supports the creation of new jobs. When recovery comes, we need to be ready to grasp opportunities quickly via the following tools:

- Add Clark County and other border counties to eligible list for sales tax rebate program.
- Reassess environmental rule making processes, "low impact development" requirements and appeals processes include cost-benefit analysis, to allow for local variations, and to align regulations with federal requirements.
- Assess regulatory appeals processes.
- Adopt legislation authorizing a **bona fide tax increment financing mechanism** - a tool that **the entire state needs** for community investment and development.
- Require State agencies to work with local governments and port authorities to pre-permit industrial and commercial "Sites of Statewide Significance" and to significantly cut down total permitting time.
- Continue to support efforts to protect the social service safety net that affect local not-for-profit sector organizations.

### Transportation

Southwest Washington's economic recovery is dependent upon a 2013 long range, multi-modal transportation investment package that addresses our immediate maintenance and preservation needs and moves us forward to meet our top priority safety and mobility needs. If necessary, a public referendum should be authorized on such a package to be voted upon in November of 2013. Initial project requests include:

- Support funding for the Columbia River Crossing (I-5 Bridge) project.
- Complete the Nickel and Partnership projects for Southwest Washington.
- Fund the West Vancouver Freight Access Project that will create permanent jobs.
- Utilize Regional Transportation Council's regionally validated local and state system project priorities to support a new ten-year transportation investment plan in the 2013 legislative session.
- **Accelerate project permitting and regulatory streamlining** to move projects faster and stretch transportation funding.



The business community of Clark County has provided a united voice and Southwest Washington Legislators have been receptive and supportive. **Southwest Washington has enjoyed successes because of the teamwork this region demonstrates in both the public and private sectors. We thank you for your continued support.**



## 2013 Legislative Session

# SHARED BUSINESS PRIORITIES of Clark County

### GREATER VANCOUVER CHAMBER OF COMMERCE

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*Schwabe, Williamson and Wyatt*

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*BBSI Business Services*

Tim Schauer, Past Chair  
*MacKay & Sposito*

Winston Asai, Secretary-Treasurer  
*Columbia Machine, Inc.*

Jonathan Avery  
*Legacy Salmon Creek Medical Center*

Jody Campbell  
*The Columbian*

Todd Coleman  
*Port of Vancouver*

John Deeder  
*Evergreen Public Schools*

Tamara J. Fuller  
*NAI Norris, Beggs & Simpson*

Jeff Harvey  
*Burgerville – The Holland Corporation*

David Horowitz  
*Windermere Real Estate*

Elie Kassab  
*Prestige Development*

Alex McMillan  
*Alx Fitness*

Wayne Nelson  
*Clark Public Utilities District*

Eric Olmsted  
*On Line Support, Inc.*

William Pritchard  
*Pritchard Orthodontics*

Rhona Sen Hoss  
*WSU-Vancouver*

Keith Wallace  
*Frumenti, Lander & Wallace, CPA's*

Jeff Woodside  
*Nutter Corporation*

### IDENTITY CLARK COUNTY

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*Milam – Imse Consulting*

Mark Feichtinger, Secretary  
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Keith Wallace, Treasurer  
*Frumenti, Lander and Wallace*

Scott Horenstein, Immediate Past Chair  
*The Scott Horenstein Law Firm PLLC*

Ron Arp  
*Amplify Group*

Scott Campbell  
*The Columbian*

Kim Capeloto  
*Riverview Community Bank*

Brad Carlson  
*Evergreen Memorial Gardens*

Paul Christensen  
*Realvest Corporation*

Eric Fuller  
*Eric Fuller and Associates*

David Groth  
*Colliers International Valuation*

Elie Kassab  
*Prestige Development*

Steve Kenny  
*Columbia Credit Union*

Lance Killian  
*Killian Pacific, LLC*

Tom Mears  
*The Holland, Inc.*

Mary Meyers  
*Threshold, Inc.*

Tami Nesburg  
*Regents Bank*

Jerry Nutter  
*Nutter Corporation*

Matt Olson  
*Robertson and Olson Construction*

Roger Qualman  
*NAI Norris, Beggs & Simpson*

### COLUMBIA RIVER ECONOMIC DEVELOPMENT COUNCIL

Lisa Nisenfeld, President

#### BOARD OF DIRECTORS

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*Landerholm, P.S.*

Jim Short, Vice-Chair  
*WaferTech*

John McDonagh, Secretary  
*Vancouver Business Journal*

Lisa Goecke, Treasurer  
*Perkins and Company*

Eric Fuller, Past Chair  
*Eric Fuller & Associates*

Jeff Ahner, *Frito-Lay*

Ben Bagherpour, *SEH America, Inc.*

Robert Baker, *Tetra Pak*

Dave Bennett, *Rebound Orthopedics and Neurosurgery*

Jeanne Bennett, *SWWDC*

Colleen Boccia, *Columbia Credit Union*

Carol Curtis, *Clark Public Utilities District*

John Deeder, *Evergreen School District*

Helen Devery, *BergerABAM*

Mark Fleischauer, *JH Kelly LLC*

Ron Frederiksen, *RSV Building Solutions*

Joe Foggia, *Christensen Yachts*

Rick Goode, *Columbia Machine*

Brent Grening, *Port of Ridgefield*

Sean Guard, *City of Washougal*

Jeffrey Hamm, *C-TRAN*

Scott Higgins, *City of Camas*

Steve Horenstein, *Horenstein Law Group*

Bill Hutchinson, *Harder Mechanical*

Andrew Jones, *PacTrust*

Robert Knight, *Clark College*

Mark Lampton, *Port of Camas/Washougal*

Lisa Lowe, *Schwabe, Williamson & Wyatt*

John Marck, *Sharp Microelectronics*

Ralph Parker, *Underwriters Laboratories*

Mitesh Parikh, *Legacy Health System*

Jean Rahn, *PeaceHealth SWMC Foundation*

Tim Schauer, *MacKay & Sposito*

Kathleen Segó, *Segó Herb Farm*

Greg Seifert, *Biggs Insurance Services*

Steve Stuart, *Clark County*

Marc Timm, *Sterling Bank*

Bill Turlay, *City of Vancouver Council*

Lynn Valenter, *WSU – Vancouver*

Brian Wells, *Team Construction*

Darren Wertz, *City of Ridgefield Council*

Victor Winkler, *Metro Metals Northwest*

Brian Wolfe, *Port of Vancouver*