I-5 System Partnership: A Call to Action
A Call to Action

- Calls for a master plan for the regional I-5 system
- Issued by 45 multi-jurisdictional partner agencies
- Seeking endorsement from PSRC and TRPC this month

There’s agreement by the stakeholders that:
- The I-5 system is broken
- Waiting to fix it will only cost us all more
- We have to work together now to make lasting change
The I-5 system is broken: Ship Canal Bridge example

Daily Congestion

Bridge deck deterioration
What’s at risk?

Economy
- Increased congestion
- Lack of reliable freight access
- HOV lane failure
- Deteriorating repair conditions
- Inability to fund necessary improvements

Quality of Life
- Insufficient options for travelers
- Increased commute distance
Existing funding is unsustainable

The needs of I-5 outpace what funding is available for operations, maintenance, and preservation.

The gas tax, traditionally used to pay for system maintenance and improvements, is no longer a sustainable source of funding.

Growth in fuel tax revenues has flattened and a large portion of those diminishing revenues pays for the interest on loans for roadway improvements that have already been built.
A master plan for the I-5 system
Goals for the I-5 system

Safety and Reliability
Predictably, safely and efficiently serve the transportation needs of our region

Equitable Opportunity
Advance access to support economic opportunity, equity, health and quality of life for our region and its people

Connected Communities
Improve connections between communities with more multimodal options and partnerships

Adaptive Innovation and Technology
Innovate with mobility solutions, land use decisions and emerging technologies

Maintained System
Pursue lowest lifecycle cost to preserve the system in a state of good repair

Resilient System
Create resilience in anticipation of disruptive conditions

Environmental Stewardship
Maintain the highest standards for environmental management

Sustainably Funded
Ensure revenues and resources set the I-5 system on a new course toward sustainable funding, less burdened by debt
Strategies for the I-5 system

- Optimize the existing system and invest strategically
- Embrace new and emerging technologies
- Coordinate land use and transportation
- Increase travel choices
- Keep freight and goods moving
- Maintain and preserve our assets
I-5 System Partnership Strategic Framework

Goals

Safety and reliability - Predictably, safely and efficiently serve the transportation needs of our region
Equitable opportunity - Advance access to support economic opportunity, health and quality of life for our region and all of its people
Connected communities - Improve connections between communities with more multimodal travel options
Adaptive innovation and technology - Innovate with mobility solutions, land use decisions, and emerging technologies that serve the evolving needs of our communities and economy

Maintain the system - Lowest lifecycle cost to preserve the system in a state of good repair
Resiliency - Create resilience in anticipation of disruptive conditions
Environmental stewardship - Maintain the highest standards for environmental management
Sustainably funded - Ensure revenues and resources are available that set the I-5 system on a new course toward sustainable funding, less burdened by debt

Strategies

Optimize the existing system and invest strategically
Embrace new and emerging technologies
Coordinate land use and transportation
Increase travel choices
Keep freight and goods moving
Maintain and preserve our assets

Possible approaches

Commute trip reduction
Adaptive signal control
Ramp metering
Peak shoulder running
Managed lanes
HOV enforcement
Speed management

24-hour system management
Jobs-housing balance
Climate mitigation
Autonomous vehicles
Affordable housing
Community engagement
Integrated transit fare
Cross-jurisdictional planning
New revenue sources

Optimize the transit system
Provide more transit
Practical solutions
Equitable pricing

Maintain & improve freight corridors
Travel-related data collection and sharing
Public-private partnerships
Seismic retrofits

Transit-oriented development
Design facilities for all users
Design facilities for all users
Bike and pedestrian facilities
Paving preservation
Bridge rehabilitation
Truck parking and management

What will it take?
Recognition that I-5 is more than a highway

- I-5 is the core of an interconnected local and regional transportation system
- Solutions must keep in mind both the physical highway and how people use it
- A master plan must address the way local streets, highways, transit, rail and freight interact
Keeping pace with the future of transportation

• New technologies and innovations are already shaping our future
• Communities are changing and so are travel habits
• A master plan must incorporate a new mindset to bring 20th century infrastructure into the 21st century and beyond
Unprecedented partnerships

• Diverse partnerships facilitate lasting change
• Call to action was issued by wide-ranging group of regional leaders
• A master plan must be a collaboration between local governments, regional business community, transit agencies, ports and community organizations
Approaching things differently

- Only coordinated solutions can address the changing needs of our communities and economies
- All potential solutions need to be evaluated to find lower-cost approaches and efficiencies
- A master plan must use a practical solutions approach to decision-making
What’s next?
Funding scenario development

• Phase one completed in May 2019
• Currently pursuing federal grant opportunities for Phase two
• Interest from business community
• Possible future state/federal funding
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Questions

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