

REPORT TO SHASTA COUNTY RTPA

SUBJECT	MEETING DATE	ITEM NUMBER
Consider Authorizing the Chairman to Sign a Resolution Endorsing Western COG (Councils of Government) and MPO Agencies to Mutually Work Together Toward the Creation of a West Coast Transportation Corridor System Coalition	10/21/03	3-6

RECOMMENDATION

It is recommended that the Agency authorize the Chair to sign the attached resolution, which would indicate the Agency's support to work in partnership with State, Federal and private sector leaders, to develop principles, priorities and methods for the implementation of a multi-state efficient trade, travel and energy corridor system.

DISCUSSION

For several years transportation planners in the Seattle area and in the San Diego area have been faced with the daunting task of how to deal with increasing freight volumes coming across the Canadian and Mexican border respectively. With the passage of the North American Free Trade Agreement (NAFTA), and with increases in Pacific Rim trade, truck traffic, as you are aware, has increased substantially on Interstate 5 as well as on other major freight routes. Although I-5 generally operates satisfactorily now, congestion will continue to increase. The regional traffic model predicts that sections of I-5 will reach Level of Service F during the busy hour by the year 2020.

As a reaction to this situation, a coalition comprised of the state departments of transportation of Washington, Oregon and California, as well as all of the Regional Transportation Planning Agencies along these corridors are attempting to form a coalition specifically oriented to North-South corridor improvements.

In addition to Interstate 5, this would include State Route 99 and State Route 97, in California, as well as Interstate 10, East of Los Angeles. Adoption of the staff recommendation would lead to more active participation in developing this coalition. At this point, the stated intent of the coalition would be to develop proposals for Federal earmarks in the next federal reauthorization, which would occur in 2009. It is expected that the work of this coalition would be completed by 2007 so that it would be appropriately positioned to secure as large an earmark as possible for mega projects along this corridor.

Obviously, needs in the major metropolitan areas will be addressed first, but eventually it will lead to evaluating and assessing improvements along the entire corridor, including those areas in Shasta County. One of our region's priorities will be to expand Interstate 5 to six lanes. Given the meager resources available locally, it will require participation from State and Federal sources to make this expansion possible. It is possible that participation in a coalition such as this, while not guaranteeing funding, would

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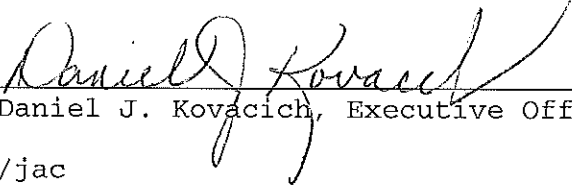
place this region in the best possible position to secure that needed funding. Therefore, staff is recommending that the Agency endorse this effort.

OTHER AGENCY INVOLVEMENT

This resolution is being presented to MPO's throughout the Western United States with the stated intent of developing the largest coalition possible.

FINANCING

Adoption of the Staff recommendation will not have a significant impact on the Agency's finances. Adequate resources are available within the Overall Work Program to fund any staff time on this issue.



Daniel J. Kovacich, Executive Officer

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Attachments: Letter from Ron Morrison and Bob Ryan
Resolution 03-07



San Diego's Regional Planning Agency



Whatcom
COUNCIL OF GOVERNMENTS

September 2, 2003

Mr. Rusty Selix
California Assoc. of COGs
1127 11th Street Suite 830
Sacramento CA 95814

Dear Mr. Selix:

As a leader of an organization focused on the future of transportation, much of what you do is motivated by the fact that access and mobility of people and goods are necessary conditions for social and economic vitality. We, the chairs of the Metropolitan Planning Organizations (MPOs) on each end of the West Coast transportation corridor, are writing to you because the corridor transportation system is failing. Please join us, and hopefully all West Coast MPOs, in addressing this problem and affecting change.

The West Coast corridor is failing to meet challenges and avoid opportunity costs. Transportation-system capacity is not keeping up with concentrated population growth or with increases in trade and passenger travel demand. Transportation infrastructure is aging faster than it is being maintained. If these problems are not addressed with comprehensive, corridor-wide strategies, congestion and unsafe conditions will continue to eat away at our regions' social and economic well-being.

The NAFTA and APEC trade transiting our marine, air, rail, and road systems is in no small part produced and consumed by West Coast residents and corporations. Additionally, production of these goods, and development and operation of the systems that carry these goods and people, support huge numbers of jobs—the most basic indicator of economic well-being. Worsening congestion and safety will continue to push transportation costs upward and thus threaten jobs (as firms seek locations with better access) and add costs to consumer goods and to social interaction.

These issues are not new. The corridor-wide scale of them is. Smaller regions can and should focus on system bottlenecks but an effective agenda for the West Coast corridor will require larger and deeper investments in corridor-system optimization. The West Coast Transportation System Coalition (TCSC) has set out to cooperatively identify system solutions and facilitate multi-state and public-private financial partnerships able to advance identified improvements and share commitment and risk.

With this letter, we are asking you and all West Coast MPOs to resolve to participate in and support the West Coast TCSC. Please find enclosed a sample draft resolution. Also enclosed, for background information, is a copy of *The West Coast Corridor System Phase I Report*, completed in January.

We hope this letter finds you well and that you share our eagerness regarding the necessity and appropriateness of the TCSC initiative. Please advise Mr. Jim Miller, Executive Director of the Whatcom Council of Governments, of your receipt of this letter and of your initial thoughts on advancing a resolution with your MPO board. Additionally, please contact Mr. Miller if you have any other questions.

Sincerely,

Ron Morrison
Chair, San Diego Association of Governments

Bob Ryan
Chair, Whatcom Council of Governments

RESOLUTION NO. 03-07

PARTICIPATION IN WESTERN COUNCIL OF GOVERNMENT (COG) AND METROPOLITAN PLANNING ORGANIZATION (MPO) AGENCIES TO MUTUALLY WORK TOGETHER TOWARD THE CREATION OF A WEST COAST TRANSPORTATION CORRIDOR SYSTEM COALITION

WHEREAS, the challenge we face with the growth in international freight, as well as farm to market and intra-regional truck, rail and inland waterway travel and tourism is overwhelming our transportation system; and new Homeland Security initiatives also require additional resources at our international border crossings, air and marine seaports; and

WHEREAS, the majority of Asian Pacific trade arrives through our major west coast ports and forecasts a doubling or tripling in the next 20 years. International commerce provides a direct, positive effect on our economy; and local and regional economies are also influenced by economic activity from investments in transportation; and

WHEREAS, in California, over 1,000,000 jobs are directly affected by threatened cuts in transportation investments; and in Oregon and Washington, state leaders have authorized modest, new transportation infrastructure investment programs; and Congress and the Administration are currently debating the reauthorization of TEA-21 with potential significant impacts for the West Coast; and

WHEREAS, our transportation infrastructure is aging and corridor travel and trade demands are growing significantly faster than infrastructure capacity; and historically, our national trade, travel and energy corridors were designed for east-west rather than north-south mobility; and the emergence of NAFTA trade and the potential for expansion of trade to Latin America has resulted in additional demands on the system; and

WHEREAS, the population along the West Coast is growing considerably faster than the national average resulting in higher metropolitan housing costs, longer commute times and increased need to inland and coastal access route capacity; and increased freight; local and visitor impacts along I-5 and the adjacent rail corridors requires an interoperable and compatible intelligent transportation system to increase efficiency and maximize existing capacity; and

WHEREAS, the West Coast is the nexus of traditional Asia Pacific and emerging NAFTA trade and travel corridors.

NOW, THEREFORE, BE IT RESOLVED that:

1. The above recitations are true and correct.
2. The SCRTPA wishes to work with its members in partnership with state, federal and private sector leaders to develop principles, priorities, and methods for the implementation of a multi-state, efficient trade, travel and energy corridor system.

PASSED AND ADOPTED this 21ST day of October 2003, by the Shasta County Regional Transportation Planning Agency.

Pat Kight, Chairman
Shasta County Regional
Transportation Planning Agency