

DRAFT**2018 TRI-CITIES LEGISLATIVE COUNCIL
REGIONAL TRANSPORTATION PRIORITIES***Provide for the funding gaps in the following Connecting Washington Account (CWA) projects*

- **The US 395/Ridgeline Drive Grade Separation Improvements** will construct a safe, full access grade-separated intersection on a high speed highway section, with a 5% grade and 30% truck traffic. The CWA provided \$15M of the \$21M project. The local share of \$6M is still needed for the project to be fully funded. The City of Kennewick and WSDOT are partnering on this project. This project is in the BFCG long range transportation plan, Transition2040.
- **The Lewis Street Overcrossing** project in downtown Pasco will replace an aging railroad-undercrossing. Lewis Street connects the east and west regions of Pasco bisected by the Burlington Northern Santa Fe (BNSF) yard. The proposed new overcrossing is partially funded and would provide a critical link for all transportation modes, including a safe connection for bicycles and pedestrians and benefit industrial growth. The CWA provided \$15M of funding for the \$31M project. Pasco is pursuing an additional \$16M to fully fund the project. This project is in the BFCG long range transportation plan, Transition2040.
- **The Connell Rail Interchange** will relocate the current rail interchange south of the City of Connell to an industrial location more suitable. Currently, 42 trains per day run through Connell. It is anticipated that by 2035 this number will exceed 90 trains per day. The project will reduce safety concerns associated with the rail crossings and local schools. Also, reduce congestion caused at crossings that bifurcate the residential areas of Connell from first responders and other needed services. The CWA provided \$10M and Connell is still in need of \$14M for construction. This project is in the BFCG long range transportation plan, Transition2040.

Preserve the Public Works Assistance Account (PWAA); also known as the Public Works Trust Fund (PWTF)

The PWAA was created more than 30 years ago to help local jurisdictions finance infrastructure improvements. Funded primarily through local utilities taxes, real estate excise taxes and repayment of previous loans, the PWAA assists local government in addressing local infrastructure needs. We ask that you support funding of the current loan list of the PWAA, end the practice of “sweeping” funds from the PWAA to the general fund/education legacy fund and restore the tax revenue that has been diverted from the PWAA over the past few biennium.

Support the Commute Trip Reduction (CTR) Board’s Strategic Plan.

The Tri-Cities encourages your support for a flexible program with funding for all affected areas across the state. The CTR Board conducted workshops across the state this summer with a wide variety of transportation stakeholders providing input that would help inform the developing strategic plan. The CTR Board will continue in 2018 to engage stakeholders in the development of program elements that will incorporate regional flexibility and expansion of transportation demand strategies. The CTR Board will propose a funding request to the 2019 legislative session for the re-structured program.

Support the request from the Washington State Department of Transportation (WSDOT) for additional Regional Transportation Planning Organization (RTPO) planning funds.

Created in 1990, RTPOs have partnered with WSDOT to give regional transportation planning a statewide presence. WSDOT acknowledges there have been no additional funding to the program over the past 27 years and is requesting additional funds to close the gap on inflation during that expanse of time. The additional funding will allow RTPOs to meet existing state planning requirements more effectively.