

Clark County Transportation Alliance 2020 Policy Statement



Sponsoring Organizations:

Battle Ground Public Schools
Building Industry Association of Clark County
Camas-Washougal Chamber of Commerce
City of Battle Ground
City of Camas
City of La Center
City of Ridgefield
City of Vancouver
City of Washougal
Clark College
Clark County
Clark County Association of Realtors
Columbia Corridor Association
Columbia Pacific Building Trades
Columbia River Econ. Dev. Council
Columbia River Steamship Operators' Assn.
C-TRAN

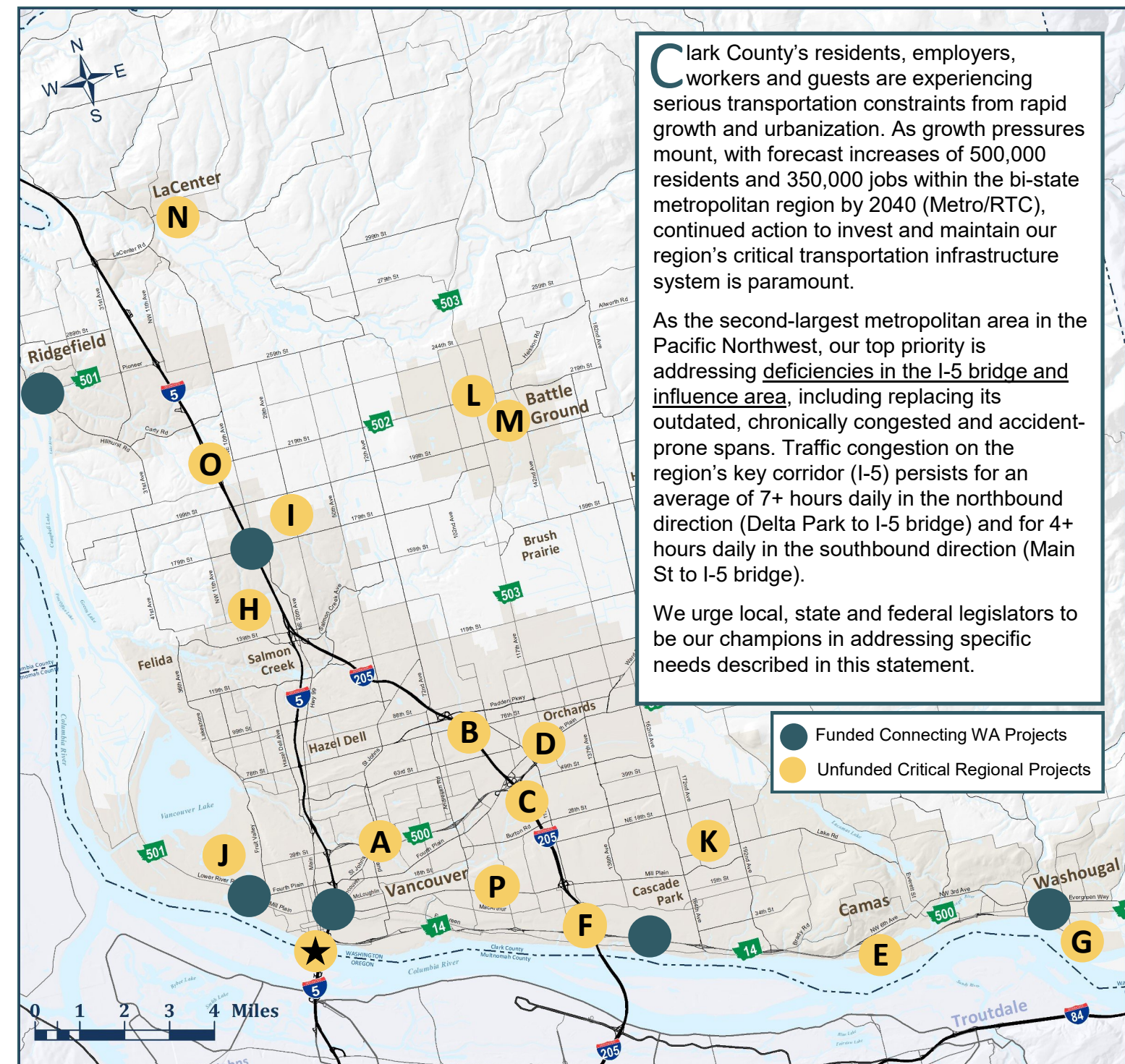
East Vancouver Business Association
Evergreen Public Schools
Greater Portland, Inc.
Greater Portland 2020
Greater Vancouver Chamber of Commerce
Hazel Dell/Salmon Creek Business Assn.
Hockinson School District
IBEW Local 48
Identity Clark County
Labor Roundtable of SW WA
Legacy Salmon Creek Medical Center
Neighborhood Traffic Safety Alliance
Pacific Northwest Waterways Association
Partners in Careers
PeaceHealth Columbia Network
Port of Camas-Washougal
Port of Portland

Port of Ridgefield
Port of Vancouver
Portland Business Alliance
Regional Transportation Council
Ridgefield School District
SW WA Central Labor Council
SW WA Contractors Association
SW WA High Technology Council
SW WA STEM Network
The Historic Trust
The Vancouver Clinic
Vancouver Public Schools
Vancouver's Downtown Association
Visit Vancouver USA
Washington State University Vancouver
Washington Trucking Associations
Washougal School District

For more information, contact admin@iccbusiness.org or call 360.695.4116

As of 12/13/19

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A CALL TO FURTHER ACTION

I-976 Response

With the passage of I-976 and the potential elimination of fees that have been used by several local agencies for basic maintenance and preservation activities, we urge the Legislature to provide: temporary stop-gap funding to state and local agencies affected by this repeal, thereby allowing for a rational reduction in affected program funding; and to convene an evaluation of tools and mechanisms that could be made available to city and county jurisdictions to substitute the loss in funding authority created by this change in law.

I-5 Bridge Replacement and Influence Area Improvements

Action #1
Continue Support for I-5 Bridge Replacement Program Office: continue to develop bi-state legislative consensus, prepare critical permitting pathway, develop funding plan, begin permitting work.
Complete Supplemental EIS Process: initiate SEIS, re-evaluate prior scope and EIS, restart permitting work, submit and achieve approvals, develop funding plan, secure funding commitments, develop procurement documents and construction packages (\$50-100M, depending on scope; a portion of which is already committed by WA and OR).

We fully support replacement of the I-5 bridges and related corridor improvements. The I-5 spans are functionally obsolete and over time will require substantial maintenance investments to remain operational. Broad support is demonstrated through SSB 5806 (WA 2017), commitment of funds in the 2019 Washington State transportation budget (ESHB 1160, \$35M), commitment of funds by the Oregon Transportation Commission (\$9M), and the assignment of legislators in both states collaborating to replace the I-5 bridge.

A bi-state approach focused on finding significant, practical solutions through this primary freight, commerce and commuter corridor is imperative, in keeping with the I-5 Corridor Strategic Plan (2002). We endorse efforts by the Oregon legislature to fund projects that address I-5 corridor deficiencies, especially the I-5/I-84 interchange (a.k.a. “The Rose Quarter”) in downtown Portland. We also place high priority on long-range transportation corridor planning given steadily rising population and commerce forecasts.

Regionally Critical Projects and Needs

Action #2
Fund Regionally Critical Projects to Address Immediate Needs: secure funding either through single-project awards or as part of the next statewide transportation funding package for regionally critical projects.
Fund Critical Area Operations: find additional maintenance, planning and traffic operations funds for critical urban areas (SR-14, SR-500, I-5, I-205) to optimize our existing system.

We support acceleration of projects in the Connecting Washington package, such as **economically vital interchange improvements at I-5 and 179th St.** We support project budget adjustments where labor, materials and right-of-way costs have risen substantially.

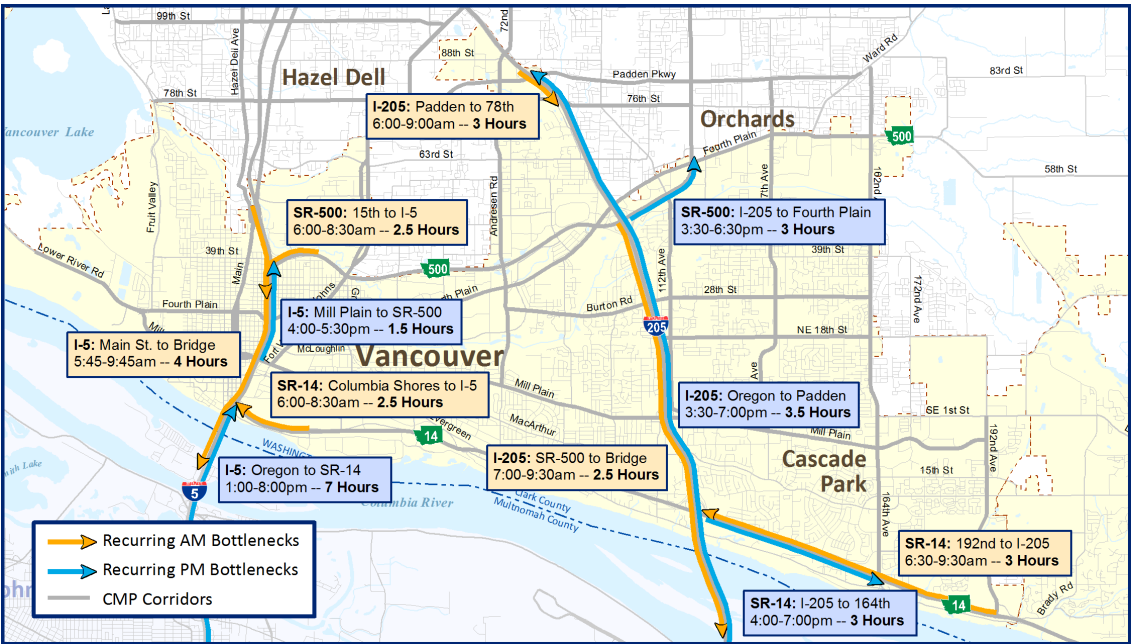
Funding is requested for additional regional system priorities that serve the growth needs of communities, reduce congestion hotspots, improve safety and provide multi-modal enhancements. Each project has been vetted through the regional planning process.

- Following are critical regional projects (*lead agency*):
- A) SR-500 Intersections at 42nd Ave and 54th Ave (\$6M):** implement cost effective safety improvements from 2018 practical solutions study; additional investments including overpasses may be warranted (*WSDOT*)
 - B) I-205/SR-500 to Padden Exwy (\$30M):** add auxiliary lanes to address congestion hotspot (*WSDOT*)
 - C) I-205 at Mill Plain Blvd to SR-500 (\$25M):** add auxiliary lanes and active traffic management facilities to increase flow and capacity; project study underway (*WSDOT*)
 - D) SR-500/Fourth Plain/SR-503 (\$15M):** following recent planning study, provide funds for initial intersection improvement to address congestion hot spot (*WSDOT*)
 - E) SR-14 Camas Slough Bridge (\$35M):** develop parallel bridge structure for westbound traffic and added capacity (*WSDOT*)
 - F) SR-14/I-205 Interchange (TBD):** provide funds for congestion relief; project study underway (*WSDOT*)
 - G) SR-14 Phase 2 Access Improvements, Towncenter Connectors and Railroad Grade-Separation (\$70M):** improve A/Addy St connectors in the City’s Towncenter, 27th interchange with roadway improvements to 27th and Index St, grade-separated underpass at 32nd St (*City of Washougal*)



Century-old I-5 bridge only stoplight from Canada to Mexico

- H) NE 10th Ave from 149th to 154th St/Whipple Creek (\$12.7M):** complete new north-south corridor for I-5 (*Clark County*)
- I) NE 15th Ave from 179th St to NE 10th Ave/NE 189th St vicinity (\$15M):** add arterial connection to increase capacity in conjunction with 179th/I-5 interchange upgrade (*Clark County*)
- J) NW 32nd Ave Industrial Corridor (\$10M):** planning, engineering, environmental review for new north-south freight arterial (*City of Vancouver*)
- K) SE 1st St at 164th to 192nd Ave (\$7M):** arterial widening and multi-modal upgrade; leverages significant private sector investments (*City of Vancouver*)
- L) SR-502/SR-503 Congestion Relief Project (\$2.2M):** complete community roadway and circulation enhancements to provide improved access and safety (*City of Battle Ground*)
- M) SE Grace Ave at SE Rasmussen Blvd to E Main St (\$6.6M):** arterial street realignment and new signal for upgraded capacity (*City of Battle Ground*)
- N) E 4th St Widening/Breeze Creek Culvert (\$5M):** complete street makeover with fish bearing culvert replacement for improved environmental outcomes (*City of La Center*)
- O) NW 219th St Extension (I-5 to Hillhurst Rd) (\$5M):** add western ramp access at I-5 and arterial street extension to Hillhurst Rd (*City of Ridgefield*)
- P) Public Transit (\$5M):** co-fund design of C-TRAN’s second Bus Rapid Transit (BRT) project along the Mill Plain corridor from downtown Vancouver to 192nd Ave (*C-TRAN*)



Courtesy SW Regional Transportation Council

Facilitating Transportation Mobility and Economic Growth

We urge legislators to embrace the following priorities where possible:

- Enhance or expand funding programs to improve safety and accessibility for everyone, including increased funding for safe bike and pedestrian pathways, sidewalks and street crossings
- Improve access to regional centers including designated Port and industrial districts, and access in the developing *Discovery Corridor*
- Support continued assessment of transportation infrastructure revenue beyond the traditional federal and state fuel taxes
- Support broadband infrastructure to disperse economic opportunity, foster telecommuting and better compete in the evolving digital economy
- Fund regionally significant improvements for marine access within the Columbia River, and rail access improvements and track upgrades for ports and the county-owned Chelatchie Prairie Railroad
- Support the Port of Vancouver USA’s Terminal 1 Waterfront development project for safety, commerce and tourism
- Create a broader array of infrastructure financing methods, including tax increment financing, design -build, public/private partnerships (P3), and continued Public Works Trust Fund, CERB, FMSIB, TIB and FRAP funding
- Actively embrace smart technologies to ease pressures on the transportation grid and improve safety for all users