

Clark County Transportation Alliance

2021 Policy Statement



Sponsoring Organizations:

Amalgamated Transit Union 757
Association of Washington Business
Battle Ground Public Schools
Building Industry Association of Clark County
Camas-Washougal Chamber of Commerce
Career Connect Southwest
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.

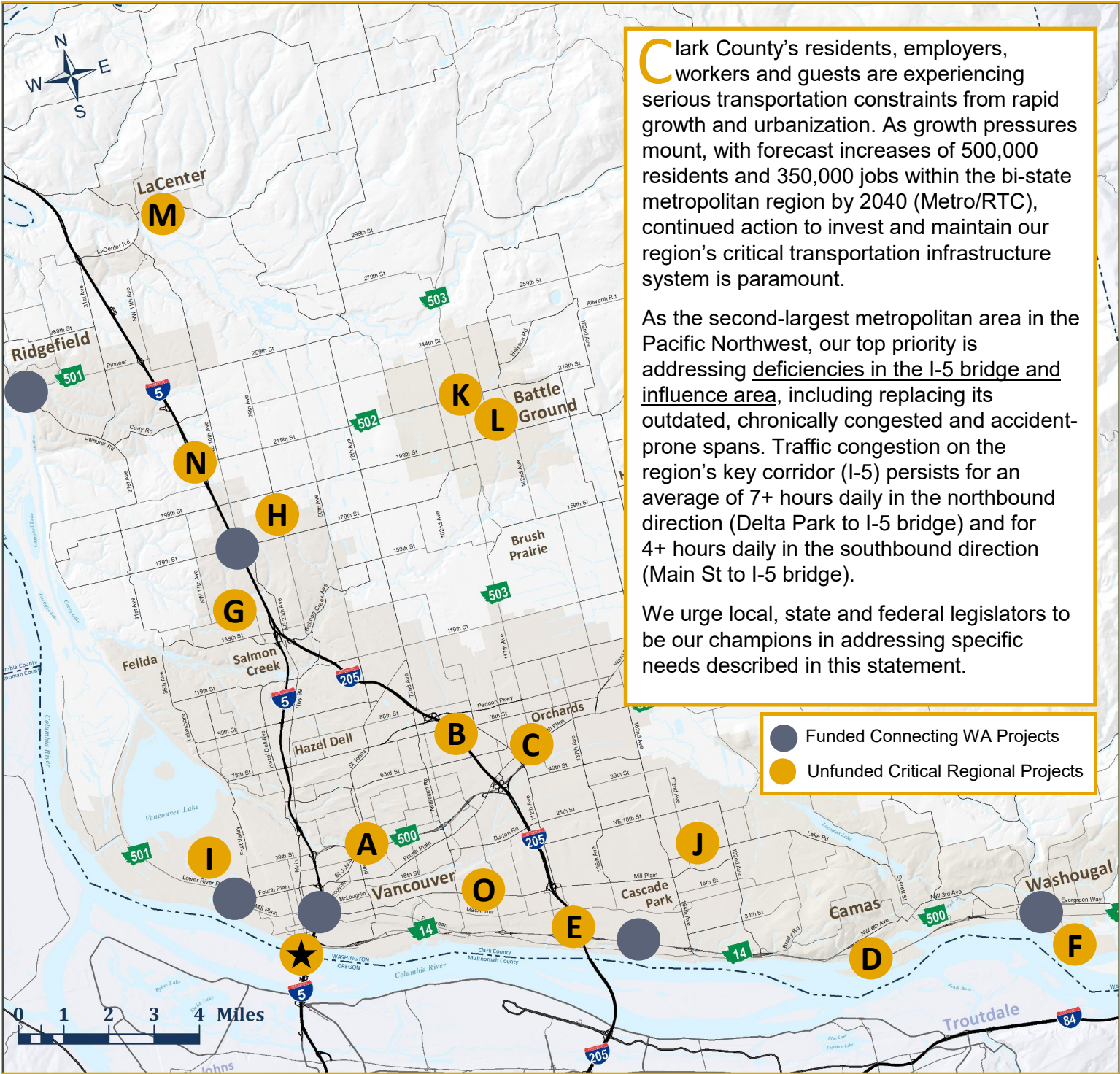
C-TRAN
East Vancouver Business Association
Evergreen Public Schools
Greater Portland, Inc.
Greater Vancouver Chamber of Commerce
Hazel Dell/Salmon Creek Business Assn.
Hockinson School District
IBEW Local 48
Identity Clark County
Labor Roundtable of SW WA
Legacy Salmon Creek Medical Center
Neighborhood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

Port of Portland
Port of Ridgefield
Port of Vancouver USA
Portland Business Alliance
Regional Transportation Council
Ridgefield School District
SW WA Central Labor Council
SW WA Contractors Association
SW Freight and Commerce Task Force
SW WA High Technology Council
The Historic Trust
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

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A CALL TO FURTHER ACTION

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: 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, inclusive of prior WA and OR commitments).

Initiate Construction Funding Commitments: work with lawmakers, agency staff and community leaders to identify and secure federal, state and local funding.

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. 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). Broad support is demonstrated through SSB 5806 (WA 2017), the 2019 Washington State transportation budget (ESHB 1160, \$35M), Oregon Transportation Commission funds (\$15M), and bi-state legislative engagement.

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.

Regional Maintenance and Operations Needs

Action #2

Pursue Funding to Advance State of Good Repair and Operations: carefully evaluate recommendations of the Joint Transportation Committee's Statewide Transportation Needs Assessment, and consider transitions to sustainable funding models (e.g. road-usage charge).

Fund Critical Area Operations: dedicate additional maintenance, planning and traffic operations funds for critical urban areas (SR-14, SR-500, I-5, I-205) to optimize safety and mobility on our existing system.

Catalytic Economic Development Investments

Action #3

Fund Job- and Employer-Enabling Improvements:

support funding new catalytic investments and acceleration of projects in the Connecting Washington package, which serve the objective of accelerating shovel-ready land for job-related industry expansion consistent with growth management plans. Several areas need tools to facilitate job development, including the Discovery Corridor (I-5/179th interchange vicinity), Section 30 (SE 1st St), Washougal Town Center/Port (32nd St) and Port of Vancouver Industrial Corridor (NW 32nd Ave). Funding tools to be evaluated include tax increment financing, design-build, public/private partnerships (P3), and continue to fund the Public Works Trust Fund, CERB, FMSIB, TIB and FRAP.

Critical Regional Projects and Needs

Action #4

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 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 (\$36M): add auxiliary lanes to address congestion hotspot (*WSDOT*)

C) SR-500/Fourth Plain/SR-503 (\$15M): following recent planning study, provide funds for initial intersection improvement to address congestion hot spot (*WSDOT*)

D) West Camas Slough Bridge Widening (\$45M): develop parallel bridge structure for westbound SR-14 traffic and added capacity (*WSDOT*)

E) SR-14/I-205 Interchange (\$TBD): provide funds for interchange congestion relief; project study underway (*WSDOT*)

F) Washougal Town Center Transportation Access Improvement (\$80M): improve corridors connecting Washougal including 32nd Street Rail Underpass; Town Center Connectors; 27th/Index Improvements for Port and SR-14 access (*City of Washougal*)

G) NE 10th Ave from 149th to 154th St/Whipple Creek (\$12.7M): complete new north-south corridor for I-5 (*Clark County*)

H) 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*)

I) NW 32nd Ave Industrial Corridor (\$10M): planning, engineering, environmental review for new north-south freight arterial (*City of Vancouver*)

J) SE 1st St at 164th to 192nd Ave (\$7M): arterial widening and multi-modal upgrade; leverages significant private sector investments (*City of Vancouver*)

K) SR-502/SR-503 Congestion Relief (\$2.2M): complete community roadway and circulation enhancements to provide improved access and safety (*City of Battle Ground*)

L) 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*)

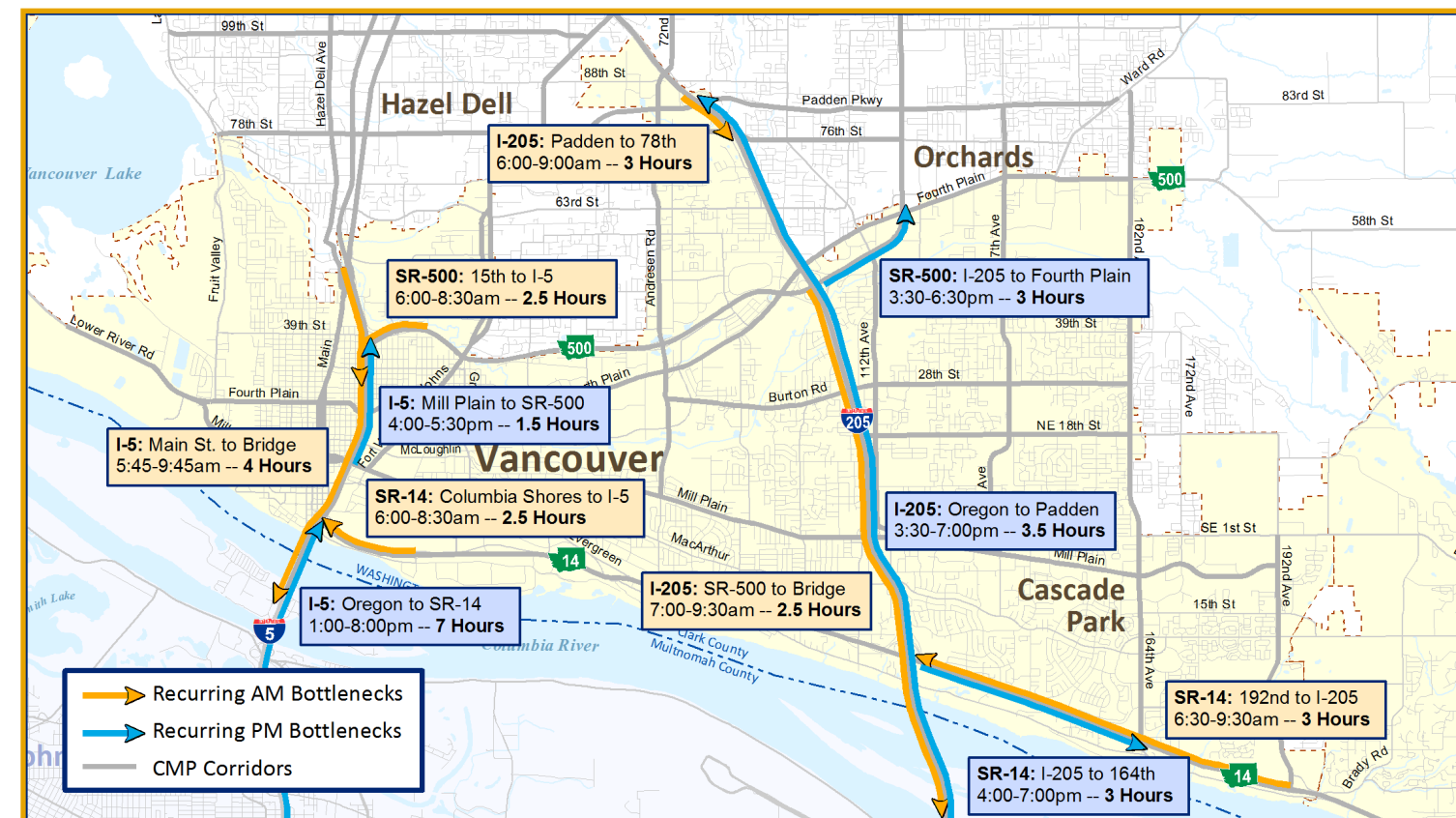
M) E 4th St Widening/Breeze Creek Culvert (\$10.5M): complete street makeover with fish bearing culvert replacement for improved environmental outcomes (*City of La Center*)

N) 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*)

O) Public Transit (\$5M): help fund construction of C-TRAN's second Bus Rapid Transit (BRT) project along Mill Plain Blvd from downtown Vancouver to 192nd Ave (*C-TRAN*)

Peak AM/PM Traffic Bottlenecks

Expressed in hours of daily congestion (2019)



Courtesy SW Regional Transportation Council



104-year old I-5 Bridge

Facilitating Transportation Mobility, Economic Growth and Equity

We urge legislators to embrace the following priorities where possible:

- Support the evaluation of transportation investments to help ensure equity
- 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
- Enhance or expand funding programs to improve Complete Streets by promoting safety and accessibility for everyone, including increased funding for safe bike and pedestrian pathways, sidewalks and street crossings
- Actively embrace smart technologies to ease pressures on the transportation grid and improve safety for all users