

# Clark County Transportation Alliance 2022 Policy Statement



## Sponsoring Organizations:

Amalgamated Transit Union 757  
Association of Washington Business  
Battle Ground Public Schools  
Building Industry Association of Clark County  
Camas School District  
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 Council  
Columbia River Econ. Dev. Council  
Columbia River Steamship Operators' Assn.  
C-TRAN

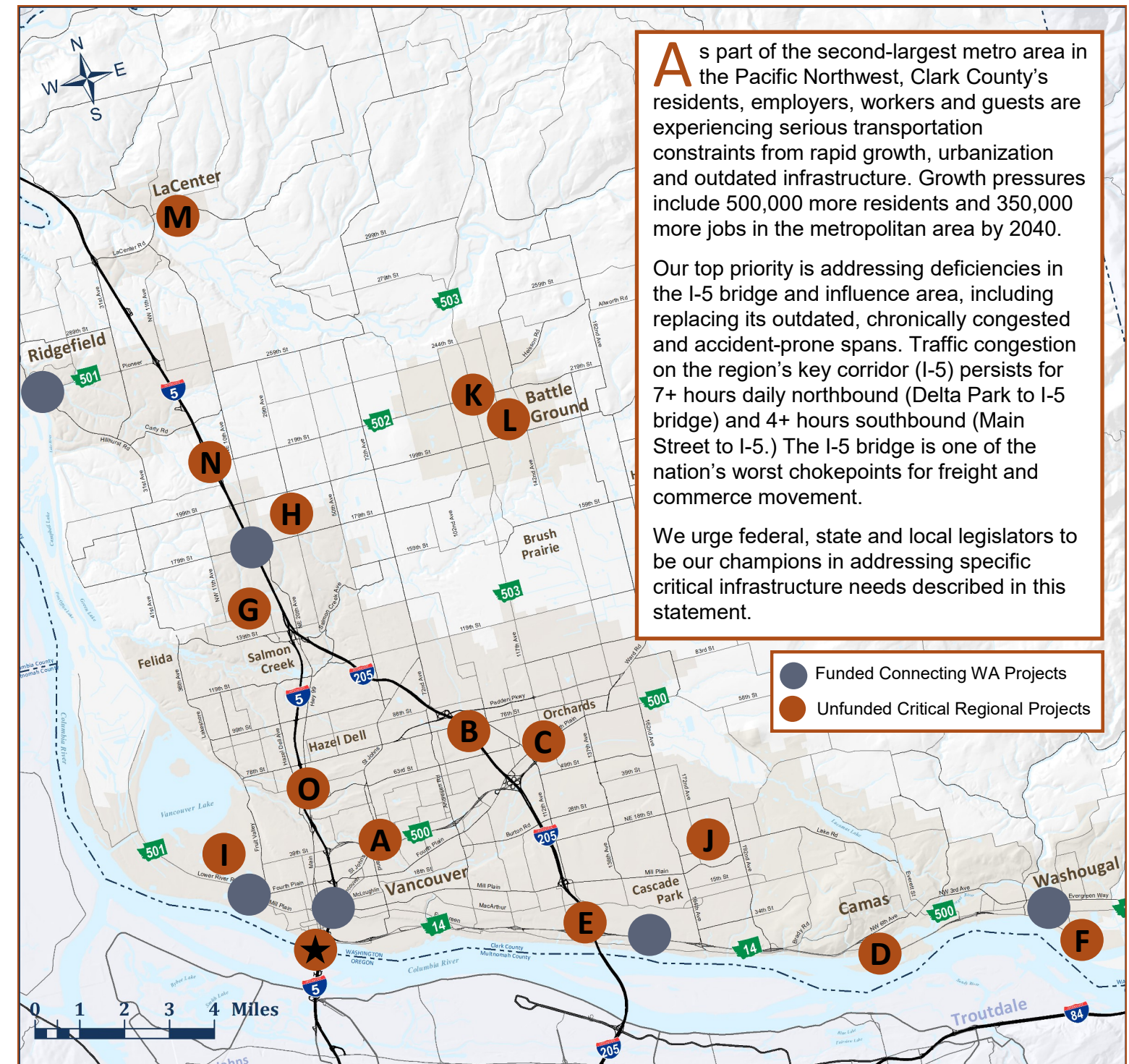
East Vancouver Business Association  
Evergreen Public Schools  
Greater Portland, Inc.  
Greater Vancouver Chamber  
Hazel Dell/Salmon Creek Business Association  
Hockinson School District  
IBEW Local 48  
Identity Clark County  
Kaiser Permanente  
Labor Roundtable of SW WA  
Legacy Salmon Creek Medical Center  
LiUNA Local 335  
Neighborhood Traffic Safety Alliance  
NW Utility Contractors Association  
Oregon Business Council  
Oregon Business & Industry  
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  
Providence Health & Services  
Regional Transportation Council  
Ridgefield School District  
Southwest Washington Central Labor Council  
SW Washington Contractors Association  
SW Washington High Technology Council  
SW FACT  
The Historic Trust  
Vancouver Clinic  
Vancouver Housing Authority  
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](mailto:admin@iccbusiness.org) or call 360.695.4116

As of 12/29/21

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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 Supplemental EIS Completion:

continue to develop bi-state legislative consensus, complete environmental studies, and develop the funding plan.

**Pursue Construction Funding Commitments:** work with lawmakers and community leaders to identify and secure federal, state and local funding. State sponsors should pursue significant federal resources through bridge funding grants. We urge consensus on a balanced funding plan, which reflects the values of economic prosperity and equity for regional resident and business interests.

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 practical solutions which improves mobility within through this primary freight, commerce and commuter corridor is imperative, in keeping with the I-5 Corridor Strategic Plan (2002).

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 enhanced and new 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 catalytic investments, which serve the objective of accelerating shovel-ready land for jobs and industry expansion. Several areas are primed for growth and need transportation system investments 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). Continue to fund statewide programs including 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 for priorities that reduce congestion hotspots, improve safety and deliver multi-modal investments. 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 (\$13.0M):** 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 (\$19M):** 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 (\$2.4M):** 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 (\$4.5M):** arterial street realignment and new signal for upgraded capacity (*City of Battle Ground*)
- M) E 4th St Widening/Breeze Creek Culvert (\$11.6M):** 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 (\$20M):** help fund construction of C-TRAN's third Bus Rapid Transit (BRT) project from downtown Vancouver to Salmon Creek (*C-TRAN*)



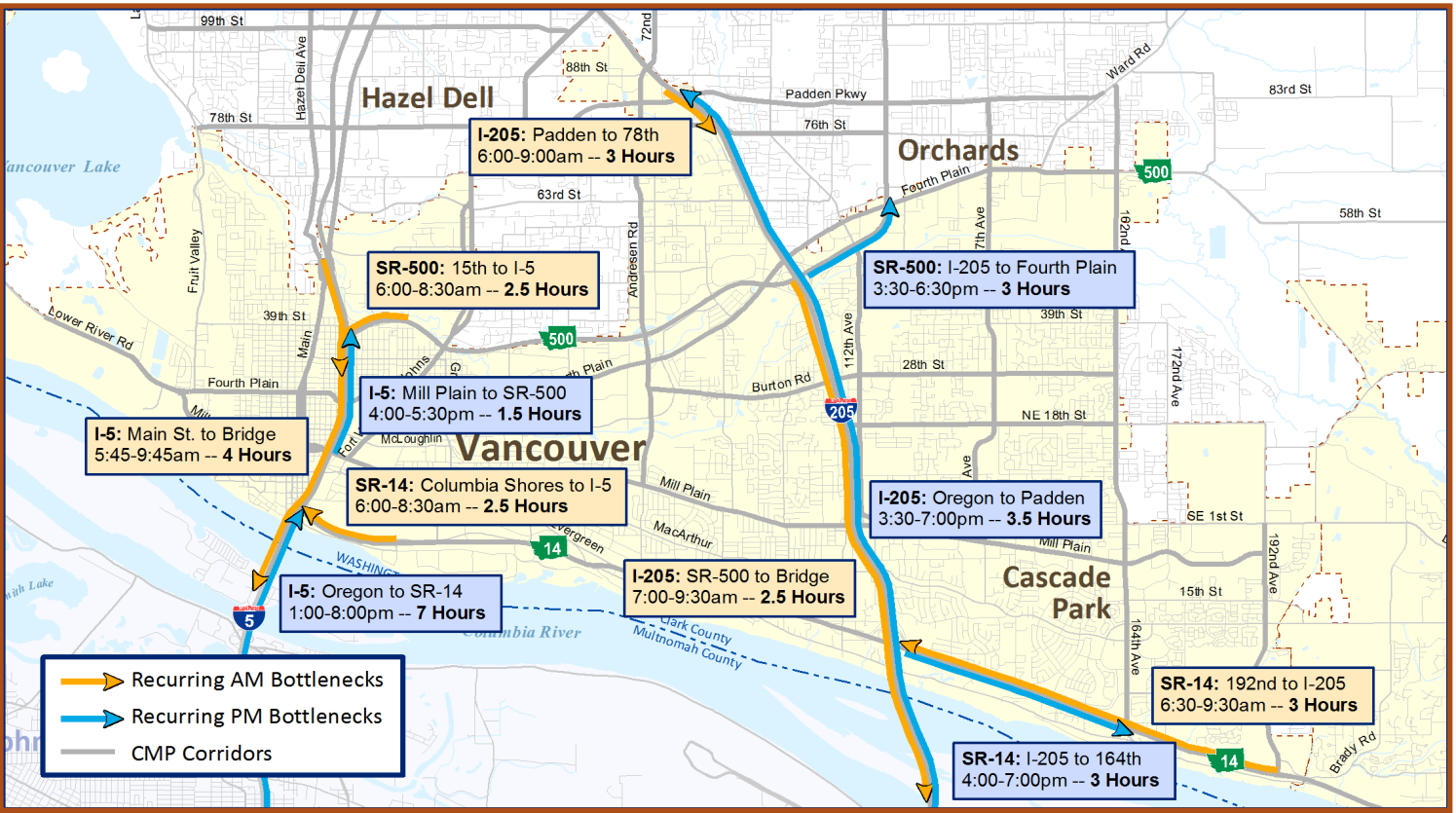
104-year old I-5 Bridge

## 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 and climate goals
- Support broadband infrastructure to disperse economic opportunity, foster telecommuting and better compete in the evolving digital economy
- Fund regionally significant freight mobility improvements for river, road and rail for Ports, as well as track improvements for 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

### Peak AM/PM Traffic Bottlenecks Expressed in hours of daily congestion (2019)



Courtesy SW Regional Transportation Council