

Clark County Transportation Alliance

2023 Policy Statement

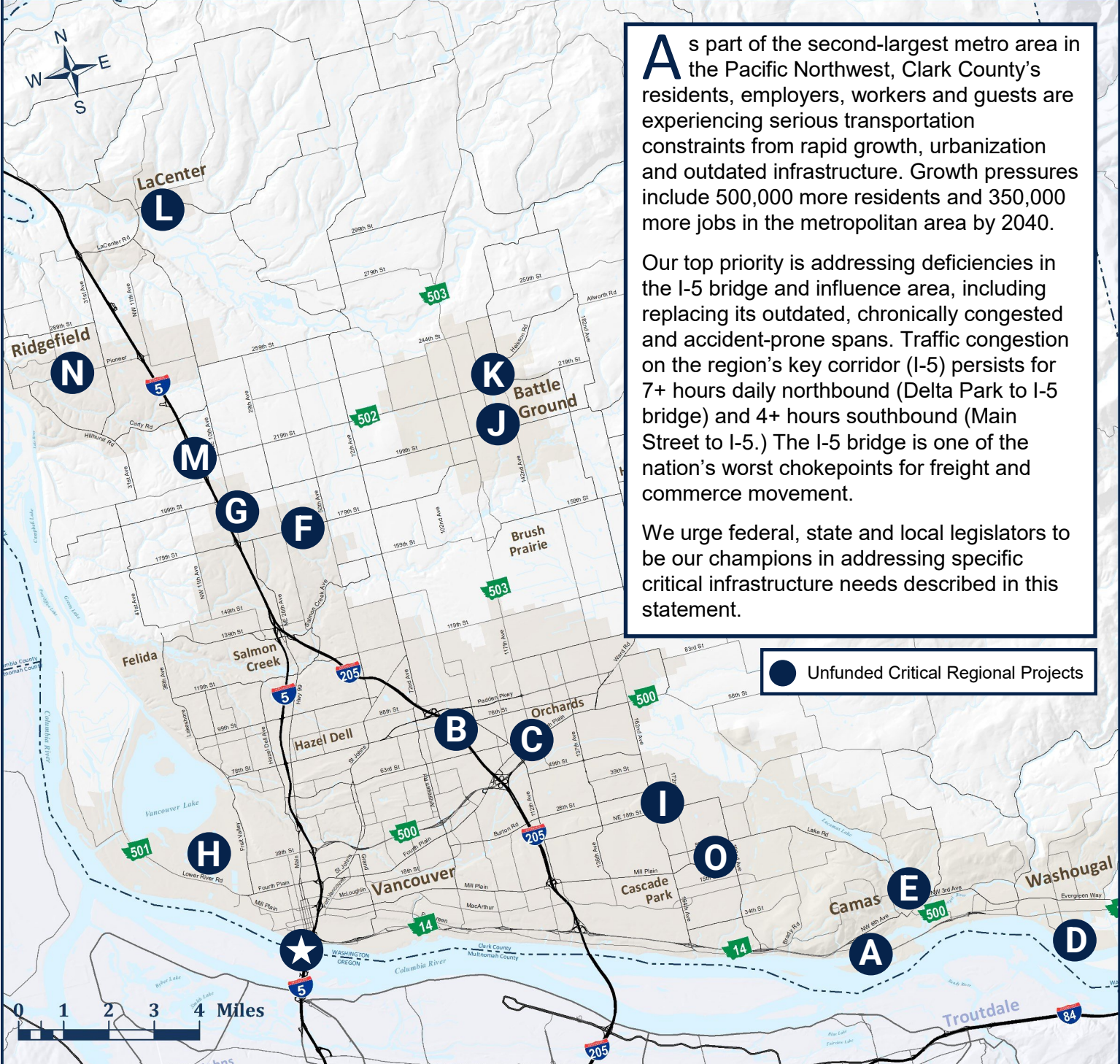


Supporting Organizations:

- | | | |
|---|--|---------------------------------------|
| Amalgamated Transit Union 757 | East Vancouver Business Association | Port of Portland |
| Association of Washington Business | Evergreen Public Schools | Port of Ridgefield |
| Battle Ground Public Schools | Greater Portland Inc | Port of Vancouver USA |
| Building Industry Association of Clark County | Greater Vancouver Chamber | Portland Business Alliance |
| Camas School District | Hazel Dell/Salmon Creek Business Association | Providence Health & Services |
| Camas-Washougal Chamber of Commerce | Hockinson School District | Regional Transportation Council |
| Career Connect Southwest | IBEW Local 48 | Ridgefield School District |
| City of Battle Ground | Identity Clark County | SW Washington Central Labor Council |
| City of Camas | Kaiser Permanente | SW Washington Contractors Association |
| City of La Center | Labor Roundtable of SW WA | SW Freight and Commerce Task Force |
| City of Ridgefield | Legacy Salmon Creek Medical Center | SW Washington High Technology Council |
| City of Vancouver | LiUNA Local 335 | The Historic Trust |
| City of Washougal | Neighborhood Traffic Safety Alliance | Vancouver Clinic |
| Clark College | NW Utility Contractors Association | Vancouver Housing Authority |
| Clark County | Oregon Business Council | Vancouver Public Schools |
| Clark County Association of Realtors | Oregon Business & Industry | Vancouver's Downtown Association |
| Columbia Corridor Association | Oregon Trucking Associations | Visit Vancouver Washington |
| Columbia Pacific Building Trades Council | Pacific Northwest Waterways Association | Washington State University Vancouver |
| Columbia River Econ. Dev. Council | Partners in Careers | Washington Trucking Associations |
| Columbia River Steamship Operators' Assn. | PeaceHealth Columbia Network | Washougal School District |
| C-TRAN | Port of Camas-Washougal | Workforce Southwest Washington |

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As part of the second-largest metro area in the Pacific Northwest, Clark County's residents, employers, workers and guests are experiencing serious transportation constraints from rapid growth, urbanization and outdated infrastructure. Growth pressures include 500,000 more residents and 350,000 more jobs in the metropolitan area by 2040.

Our top priority is addressing deficiencies in the I-5 bridge and influence area, including replacing its outdated, chronically congested and accident-prone spans. Traffic congestion on the region's key corridor (I-5) persists for 7+ hours daily northbound (Delta Park to I-5 bridge) and 4+ hours southbound (Main Street to I-5.) The I-5 bridge is one of the nation's worst chokepoints for freight and commerce movement.

We urge federal, state and local legislators to be our champions in addressing specific critical infrastructure needs described in this statement.

● Unfunded Critical Regional Projects

A CALL TO FURTHER ACTION

I-5 Bridge Replacement and Influence Area Improvements



Action #1

Support Timely I-5 Bridge Replacement:

We fully support replacement of the I-5 bridges and related corridor improvements:

- Supplemental EIS: support timely completion of studies, reports and permit applications
- Bi-state legislative consensus: drive toward regional consensus for long-term solution responsive to economic prosperity, climate stewardship and social equity
- Funding commitments: secure balanced project funding including emerging federal bridge and transit grants, commitments from both states and local contributions

The I-5 spans are functionally obsolete and require outsized maintenance investments to remain operational. A bi-state approach focused on practical solutions that improve mobility throughout this primary freight, commerce and commuter corridor is a regional imperative congruent with the 2002 I-5 Corridor Strategic Plan.

Additionally, we place high priority on long-range land-use and transportation corridor planning given steadily rising population and commerce forecasts.



105-year old I-5 Bridge

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.

The 2022 Move Ahead Washington package was a welcome down payment on our maintenance and preservation backlog. Additional funding is needed to support our regional economy and community with an optimized transportation network.

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.

- Prioritize prime opportunities:
 - Discovery Corridor (I-5/179th St)
 - Section 30 (SE 1st St)
 - Washougal Town Center/Port of Camas Washougal (32nd St)
 - Port of Vancouver USA Industrial Corridor (NW 32nd Ave)
- Support long-range transportation corridor scenario planning and needs analysis
- Refine tax increment financing (TIF) to facilitate economic and infrastructure opportunities
- Stabilize statewide programs including the Public Works Trust Fund, CERB, FMSIB, TIB, and FRAP

Critical Regional Projects and Needs

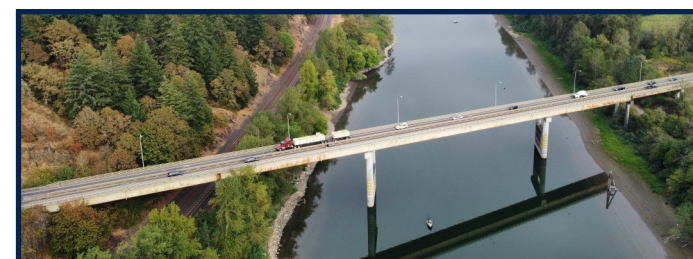
Action #4

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) West Camas Slough Bridge Widening (\$50M): develop parallel bridge structure for westbound SR-14 traffic and added capacity (*WSDOT*)



West Camas Slough Bridge

B) I-205/SR-500 to Padden Exwy (\$50M): add auxiliary lanes to address congestion hotspot (*WSDOT*)

C) SR-500/Fourth Plain/SR-503 (\$20M): following recent planning study, provide funds for initial intersection improvement to address congestion hot spot (*WSDOT*)

D) 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*)

E) SR-500/Everett St Corridor Improvements Phase 1 (\$15M): install new Lacamas Lake Bridge above the floodplain with multimodal capacity (*City of Camas*)

F) 179th St from NE 15th to NE 50th Ave (\$65.7M): improve roadway to multimodal arterial standards supporting expanded capacity and economic development opportunities (*Clark County*)

G) NE 15th Ave from 179th St to NE 10th Ave (\$21.8M): add arterial connection to increase capacity in conjunction with 179th/I-5 interchange upgrade (*Clark County*)

H) NW 32nd Ave Industrial Corridor (\$125M): planning, engineering, environmental review and construction for new north-south freight arterial (*City of Vancouver*)

I) NE 18th St at 138th Ave to 192nd Ave (\$40M): arterial widening and multi-modal upgrade; leverages significant private sector investments (*City of Vancouver*)

J) Eaton Blvd from SW 20th Ave to SR-503 (\$3.3M): improve roadway to urban arterial standards and improve traffic safety (*City of Battle Ground*)

K) Downtown Revitalization and Circulation Study (\$0.35M): planning and design for downtown circulation plan including focus on alternative transportation options (*City of Battle Ground*)

L) E 4th St Widening/Breeze Creek Culvert (\$12M): complete street makeover with fish bearing culvert replacement for improved environmental outcomes (*City of La Center*)

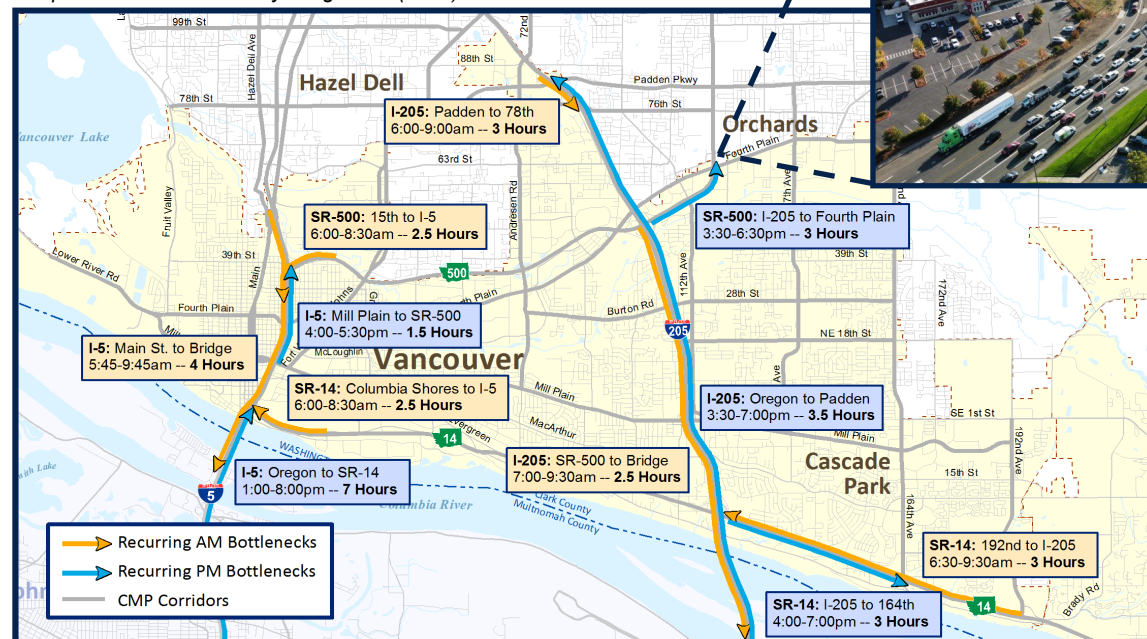
M) NW 219th St Extension/I-5 to Hillhurst Rd (\$5M): add western ramp access at I-5 and arterial street extension to Hillhurst Rd (*City of Ridgefield*)

N) SR-501/Pioneer between 56th and 51st Ave (\$10M): improve roadway to multimodal standards supporting economic development and community partnership opportunities (*City of Ridgefield*)

O) Public Transit (\$10M): help fund construction of C-TRAN's extension of the Fourth Plain BRT line that will interconnect with its Mill Plain BRT line. (*C-TRAN*)

Peak AM/PM Traffic Bottlenecks

Expressed in hours of daily congestion (2019)



Courtesy SW Regional Transportation Council

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
- Support funding to adequately maintain the Columbia River marine highway shipping channel for the next 20-years, and for ongoing implementation of the channel maintenance plan
- 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 Workforce Impact Fund to increase the supply of highly skilled and job ready individuals
- Support (\$3.5M) 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



SR-500/Fourth Plain

Continued...