

# Clark County Transportation Alliance

## 2024 Policy Statement



### Supporting Organizations:

Amalgamated Transit Union 757  
 Association of Washington Business  
 Battle Ground Public Schools  
 Black Business Association of Oregon  
 Building Industry Association of Clark County  
 Camas School District  
 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 Health  
 LiUNA Local 335  
 National Assn. of Minority Contractors Oregon  
 Neighborhood Traffic Safety Alliance  
 NW Utility Contractors Association  
 Oregon Business Council  
 Oregon Business & Industry  
 Oregon Trucking Associations  
 Pacific Northwest Waterways Association  
 Partners in Careers  
 PeaceHealth Columbia Network  
 Port of Camas-Washougal  
 Port of Portland

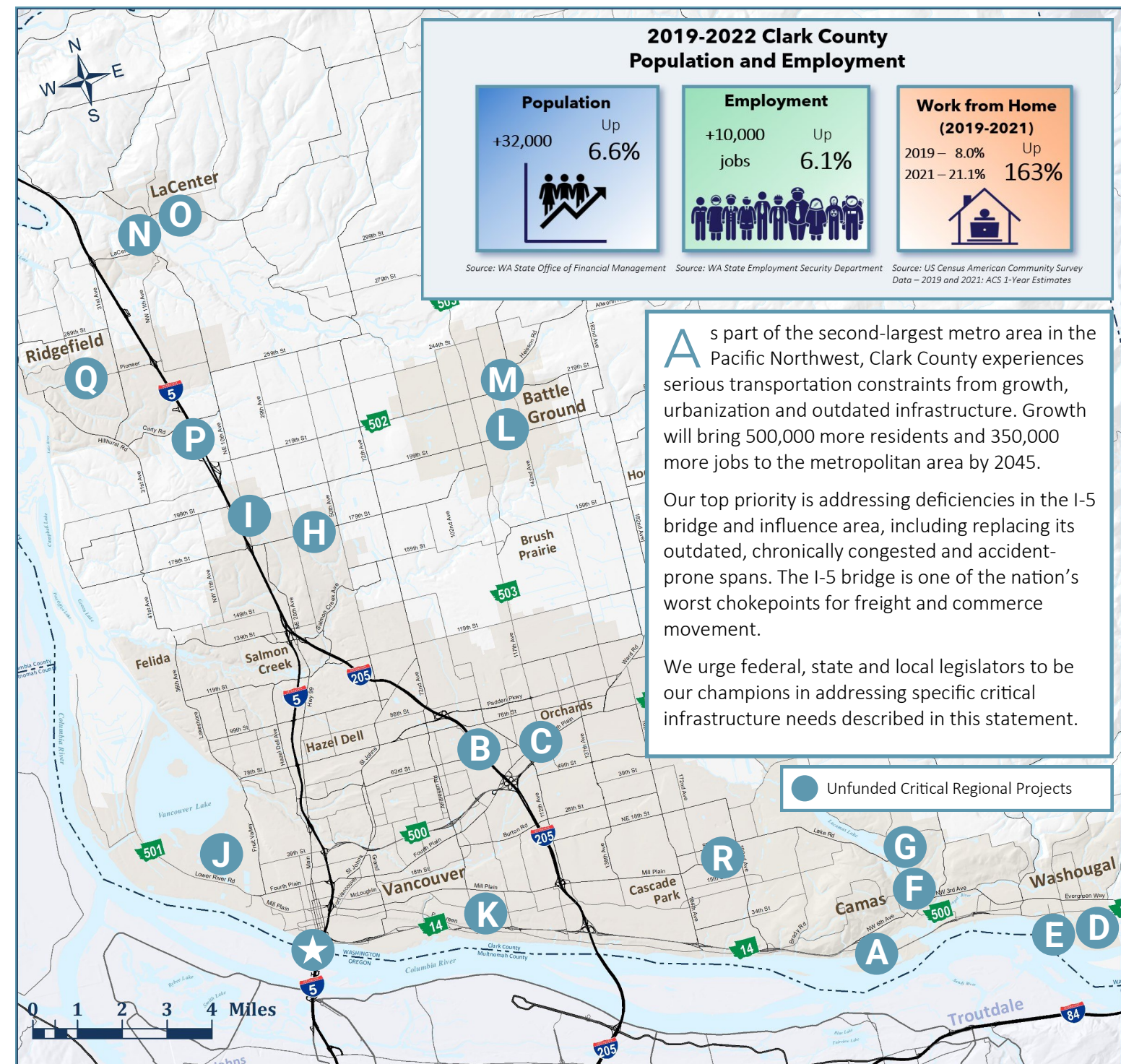
Port of Ridgefield  
 Port of Vancouver USA  
 Portland Metro Chamber  
 Providence Health & Services  
 Regional Transportation Council  
 Ridgefield School District  
 SW Washington Central Labor Council  
 SW Washington Contractors Association  
 SW Washington Freight & Commerce Task Force  
 SW Washington High Technology Council  
 The Historic Trust  
 Vancouver Clinic  
 Vancouver Housing Authority  
 Vancouver Public Schools  
 Vancouver's Downtown Association  
 Visit Vancouver Washington  
 Washington Public Ports Association  
 Washington State University Vancouver  
 Washington Trucking Associations  
 Washougal School District  
 Workforce Southwest Washington

For more information, contact [admin@iccbusiness.org](mailto: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

**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, social equity and local workforce opportunities
- Funding commitments: secure balanced project funding including emerging federal bridge and transit grants, commitments from both states and local contributions

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



107-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.

## Target Zero and Safety Program Enhancements

### Action #3

We fully support rapid deployment of high impact state and federal resources to stem the tide of fatal and serious injury crashes on regional and local roadways. Inaction annually costs Washingtonians \$18.1B inclusive of medical care, emergency services, market productivity and other incident-related expenses (FHWA).

Prioritize grant and program enhancements for:

- Safe Routes to Schools, Complete Streets and Active Transportation programs
- State and federal local road safety planning and implementation grants
- Public awareness programs deployed by local agencies and the Washington Traffic Safety Commission
- Expand resources and tools for traffic enforcement

## Facilitating Transportation Mobility, Economic Growth and Equity

We urge legislators to embrace the following priorities where possible:

- 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
- Stabilize statewide programs including the Public Works Trust Fund, CERB, FMSIB, TIB and FRAP, and protect Tax Increment Financing (TIF) which facilitates economic and infrastructure opportunities
- Support broadband infrastructure to disperse economic opportunity, foster telecommuting and better compete in the evolving digital economy
- Actively embrace smart technologies to ease pressures on the transportation grid and support conversion of public and private fleets to alternative fuels
- Support the evaluation of transportation investments to help ensure equity and climate goals
- **We place high priority on long-range land-use and strategic new transportation corridor planning to serve steadily rising population and commerce forecasts**

# CATALYTIC REGIONAL PROJECTS AND NEEDS

## Action #4

**Fund Regionally Catalytic 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.



	PROJECT NAME	PROJECT DESCRIPTION	~ COST	LEAD AGENCY
A	<b>WEST CAMAS SLOUGH BRIDGE WIDENING</b>	Develop parallel bridge structure for westbound SR-14 traffic and added capacity	\$65M	WSDOT
B	<b>I-205/SR-500 TO PADDEN PKWY</b>	Following recent planning study, provide funds for initial intersection improvement to address congestion hot spot	\$50M	WSDOT
C	<b>SR-500/FOURTH PLAIN/SR-503</b>	Following recent planning study, provide funds for initial intersection improvement to address congestion hot spot	\$20M	WSDOT
D	<b>WASHOUGAL 32<sup>ND</sup> STREET RAIL UNDERPASS</b>	Have secured \$50M of total need, to eliminate at-grade rail-crossing, improving safety, community connectivity and economic opportunity	\$65M	City of Washougal
E	<b>WASHOUGAL TOWN CENTER TRANSPORTATION ACCESS IMPROVEMENT</b>	Improve corridors connecting Washougal Town Center (TC) and adjacent developable land, including TC Connectors; 27th/Index Improvements for Port and SR-14 access	\$35M	City of Washougal
F	<b>SR-500/EVERETT STREET — LACAMAS LAKE BRIDGE</b>	Install new Lacamas Lake Bridge and landings above the floodplain with multimodal capacity	\$15M	City of Camas
G	<b>SR-500/EVERETT STREET — NE 35<sup>TH</sup> AVE TO NE 43<sup>RD</sup> AVE</b>	Improve SR-500 to multi-modal urban arterial standards supporting new economic development opportunities	\$15M	City of Camas
H	<b>179<sup>TH</sup> ST FROM NE 15<sup>TH</sup> AVE TO NE 50<sup>TH</sup> AVE</b>	Improve roadway to multi-modal arterial standards supporting expanded capacity and economic development opportunities	\$65.7M	Clark County
I	<b>NE 15TH AVE FROM 179TH ST TO NE 10TH AVE</b>	Add arterial connection to increase capacity in conjunction with 179th/I-5 interchange upgrade	\$21.8M	Clark County
J	<b>FRUIT VALLEY FREIGHT ACCESS AND SAFETY IMPROVEMENTS</b>	Planning, engineering, environmental review and construction for new north-south freight arterial	\$130M	City of Vancouver
K	<b>MACARTHUR BETWEEN N BLANDFORD AND S LIESER</b>	Corridor improvements including multi-modal paths, roundabouts at key intersections and traffic safety enhancements	\$40M	City of Vancouver
L	<b>EATON BLVD FROM SW 20<sup>TH</sup> AVE TO SR-503</b>	Improve roadway to urban arterial standards and improve traffic safety	\$4.0M	City of Battle Ground
M	<b>DOWNTOWN REVITALIZATION AND CIRCULATION STUDY</b>	Design for the downtown circulation and revitalization plan including focus on alternative transportation options	\$0.5M	City of Battle Ground
N	<b>4TH ST WIDENING/BREEZE CREEK CULVERT</b>	Complete street makeover with fish bearing culvert replacement for improved environmental outcomes	\$16M	City of La Center
O	<b>PACIFIC HWY SHARED USE PATH</b>	Complete pathway connection between downtown and northeast communities	\$3.35M	City of La Center
P	<b>RIDGEFIELD/I-5 SOUTH CONNECTOR/I-5 TO HILLHURST RD</b>	Add western ramp access at I-5 and arterial street extension to Hillhurst Rd	\$40M	City of Ridgefield
Q	<b>SR-501/PIONEER BETWEEN 56TH AND ROYLE ROAD</b>	Improve roadway to four-lane multimodal standard, supporting economic development and community partnership opportunities	\$30M	City of Ridgefield
R	<b>PUBLIC TRANSIT</b>	Help fund construction of C-TRAN's extension of the Fourth Plain BRT line that will interconnect with its Mill Plain BRT line	\$10M	C-TRAN