

# Clark County Transportation Alliance 2025 Policy Statement



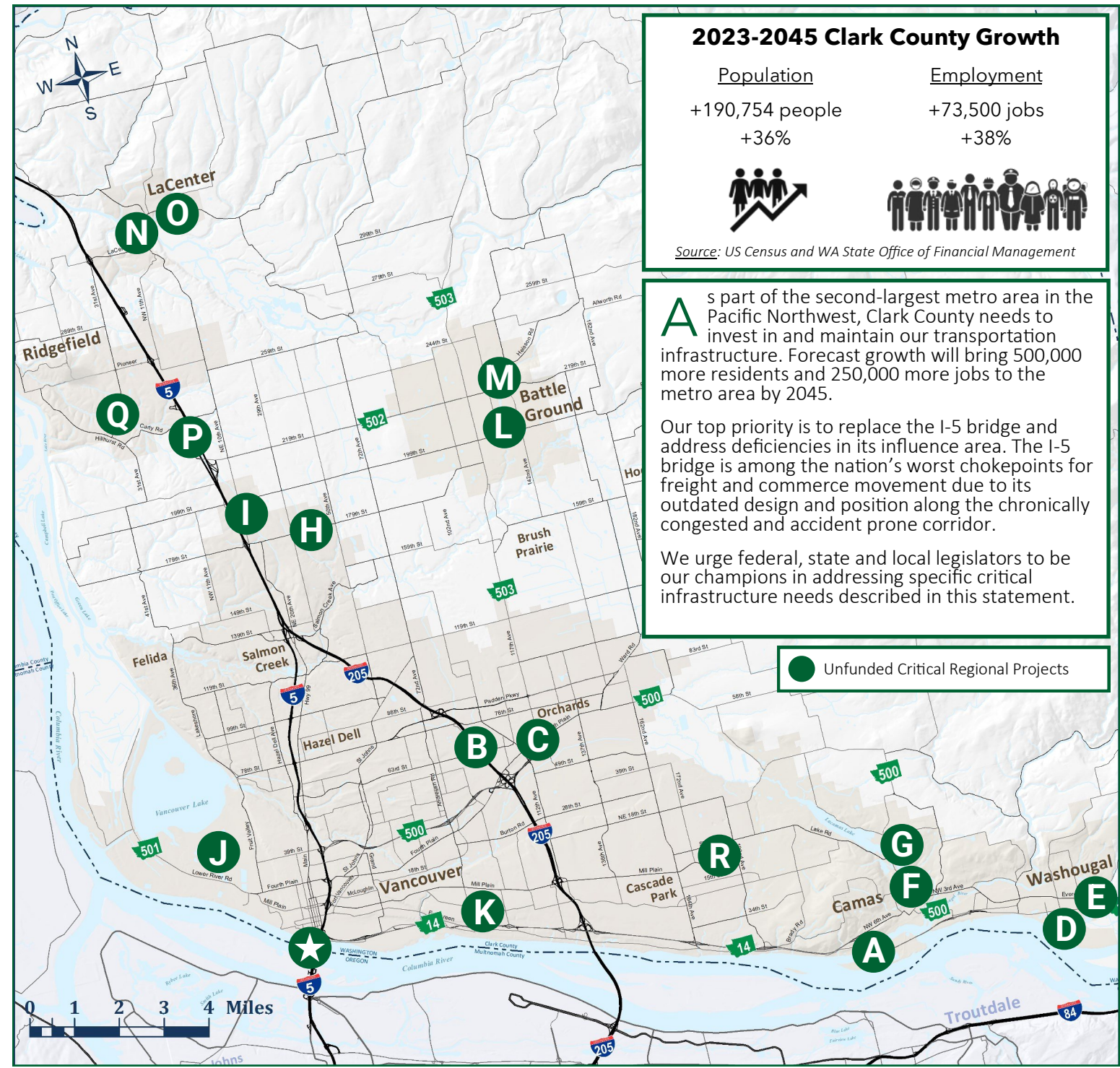
## Supporting Organizations

Association of Washington Business  
Battle Ground Public Schools  
Black Business Association of Oregon  
Building Industry Association of Clark County  
Building Owners & Managers Assn. of Oregon  
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.

East Vancouver Business Association  
Evergreen Public Schools  
Fourth Plain Forward  
Greater Vancouver Chamber  
Hazel Dell/Salmon Creek Business Association  
Hockinson School District  
IBEW Local 48  
Identity Clark County  
Iron Workers 29  
Legacy Health  
LiUNA Local 335  
National Assn. of Minority Contractors Oregon  
Neighborhood Traffic Safety Alliance  
NW Utility Contractors Association  
Oregon Business & Industry  
Pacific Northwest Waterways Association  
Partners in Careers  
Port of Camas-Washougal  
Port of Portland  
Port of Ridgefield

Port of Vancouver USA  
Portland Metro Chamber  
Regional Transportation Council  
SW Washington Central Labor Council  
SW Washington Contractors Association  
SW Freight and Commerce Task Force  
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  
Working Waterfront Coalition

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| 2023-2045 Clark County Growth |                      |
|-------------------------------|----------------------|
| Population                    | Employment           |
| +190,754 people<br>+36%       | +73,500 jobs<br>+38% |

Source: US Census and WA State Office of Financial Management

As part of the second-largest metro area in the Pacific Northwest, Clark County needs to invest in and maintain our transportation infrastructure. Forecast growth will bring 500,000 more residents and 250,000 more jobs to the metro area by 2045.

Our top priority is to replace the I-5 bridge and address deficiencies in its influence area. The I-5 bridge is among the nation's worst chokepoints for freight and commerce movement due to its outdated design and position along the chronically congested and accident prone corridor.

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

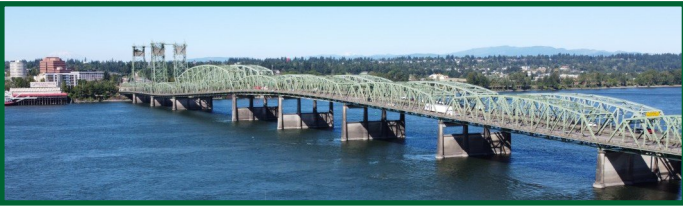
# A CALL TO FURTHER ACTION

## I-5 Bridge Replacement and Influence Area Improvements

**Challenge:** 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 through the I-5 corridor will deliver needed multi-modal infrastructure congruent with the I-5 Corridor Strategic Plan (2002).

**★ 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 a long-term multi-modal solution.
- **Funding commitments:** deliver balanced project funding by providing additional federal grants, commitments from both states and local contributions.



108-year-old I-5 Bridge.

### Freight and Commerce Challenge

Washington and Oregon are among the top freight-dependent states in the US. Yet we are hampered by two of the nation's worst freight and commerce chokepoints just six miles apart (ATRI, 2024) requiring bi-state coordination: **I-5 Bridge across the Columbia River (#30)** and **I-5 at I-84 Rose Quarter (#28)**. These are the two worst chokepoints in the Pacific Northwest.

### Regional Preservation and Operations Needs

**Challenge:** Within Clark County, deferred preservation due to persistent underfunding threatens the state highway system. Nearly 50% of state highways are overdue for major work, including Clark County's rough road section of I-5 south. To begin to catch up statewide: \$500-\$600M is needed next biennium and \$2-\$3B over the next 10 years.

**Action #2**  
**Pursue Consistent Funding to Advance State of Good Repair:** Make near-term investments to reduce the funding gap for preserving existing assets. Consider new, stable funding models (e.g. road-usage charge) and updates to local options and authorities.  
**Fund Operations:** Dedicate additional maintenance, planning and traffic operations funds for critical urban areas (SR-14, SR-500, I-5 and I-205) to optimize safety and mobility on our existing system.

## Target Zero and Safety Program Enhancements

**Challenge:** Inaction annually costs Washingtonians \$18.1B inclusive of medical care, emergency services, market productivity and related expenses (WSDOT).

**Action #3**  
 We fully support high impact investment of state and federal resources to stem the tide of fatal and serious injury crashes on state and local roadways.

**Prioritize grant and program enhancements for:**

- Safe Routes to Schools, Complete Streets and Active Transportation programs.
- Public awareness programs deployed by local agencies and the Washington Traffic Safety Commission.
- Expand tools/technologies for traffic enforcement.
- Leverage federal Safe Streets & Roads For All planning and implementation grants.

## Facilitating Transportation Mobility, Economic Growth and Equity

We urge legislators to embrace the following priorities where possible:

- Support Lower Columbia River deepwater shipping channel for the next 20-years, through the USACE's 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).
- Support broadband infrastructure to disperse economic opportunity.
- Actively embrace smart technologies to support conversion of public and private fleets to alternative fuels.
- Support the evaluation of transportation investments to help ensure equity and climate goals.
- **Place high priority on long-range land-use and strategic transportation corridor planning to serve steadily rising population and commerce forecasts, including a third corridor across the Columbia River.**



Chronically-congested SR-500/Fourth Plain/SR-503 intersection.

# CATALYTIC REGIONAL PROJECTS AND NEEDS

**Challenge:** To support community development, population and economic growth, and urban vibrancy, our communities have a growing list of transportation and infrastructure priorities totaling \$700M.



60-year-old West Camas Slough Bridge.

**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>SR-14 – WEST CAMAS SLOUGH BRIDGE IMPROVEMENTS</b>       | Add multimodal capacity and increase earthquake resilience; cost estimate updated considering site and risk details, market increases and inflation.    | \$125M  | WSDOT                 |
| B | <b>I-205/SR-500 TO PADDEN PKWY</b>                         | Add auxiliary lanes to address congestion hotspot (Note: scoping study underway to update cost estimate).   | \$50M   | WSDOT                 |
| C | <b>SR-500/FOURTH PLAIN/ SR-503</b>                         | Initial intersection improvement to address congestion hot spot.  | \$25M   | WSDOT                 |
| D | <b>WASHOUGAL 32ND ST RAIL UNDERPASS</b>                    | Have secured \$50M of total need, to eliminate at-grade rail-crossing, improving safety, community connectivity and economic opportunity.               | \$80M   | City of Washougal     |
| E | <b>WASHOUGAL RIVER RD SAFETY IMPROVEMENTS</b>              | Install dual roundabouts on Washougal River Road at 18th/O St and Shepherd Rd to improve safety and accommodate future growth.                          | \$10M   | City of Washougal     |
| F | <b>SR-500/EVERETT ST — 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 ST — NE 35TH AVE TO NE 43RD AVE</b>      | Improve SR-500 to multi-modal urban arterial standards supporting new economic development opportunities.   | \$15M   | City of Camas         |
| H | <b>179TH ST FROM NE 15TH AVE TO NE 50TH AVE</b>            | Improve roadway to multi-modal arterial standards supporting expanded capacity and economic development opportunities.                                  | \$76.6M | 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.                                    | \$50M   | City of Vancouver     |
| L | <b>EATON BLVD FROM SW 20TH AVE TO SR-503</b>               | Improve roadway to urban arterial standards and improve traffic safety.   | \$11M   | 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/BREZEE CREEK CULVERT</b>                | Complete street makeover with fish bearing culvert replacement for improved environmental outcomes.   | \$13.5M | City of La Center     |
| O | <b>PACIFIC HWY SHARED USE PATH</b>                         | Complete pathway connection between downtown and northeast communities.   | \$3.5M  | City of La Center     |
| P | <b>RIDGEFIELD/I-5 S 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>ROYLE ROAD — SOUTH PHASE; S 19TH ST TO HILLHURST RD</b> | Improve roadway, multimodal improvements, remove fish barrier, resiliency for water and sewer extensions.   | \$20M   | City of Ridgefield    |
| R | <b>PUBLIC TRANSIT</b>                                      | Help fund construction of C-TRAN's 9-mile extension of the Fourth Plain Bus Rapid Transit (BRT) line enhancing multimodal connections across Vancouver. | \$10M   | C-TRAN                |