

# CLARK COUNTY TRANSPORTATION ALLIANCE

## 2026 Policy Statement



### Supporting Organizations

- Amalgamated Transit Union 757

Association of Washington Business

Battle Ground Public Schools

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

Cowlitz Economic Development Council

C-TRAN
- Downtown Camas Association

East Vancouver Business Association

Evergreen Public Schools

Fourth Plain Forward

Greater Portland, Inc.

Greater Vancouver Chamber

Hazel Dell/Salmon Creek Business Association

Hockinson School District

IBEW Local 48

Identity Clark County

Legacy Health

LIUNA Local 335

National Assn of Minority Contractors Oregon

NW Utility Contractors Association

Pacific Northwest Waterways Association

Partners in Careers

PeaceHealth Columbia Network

Port of Camas-Washougal

Port of Portland

Port of Ridgefield

Port of Vancouver USA

Port of Woodland
- Portland Metro Chamber

Ridgefield School District

SW WA Central Labor Council

SW WA Contractors Assn

SW WA Freight & Commerce Task Force

SW WA Regional Transportation 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

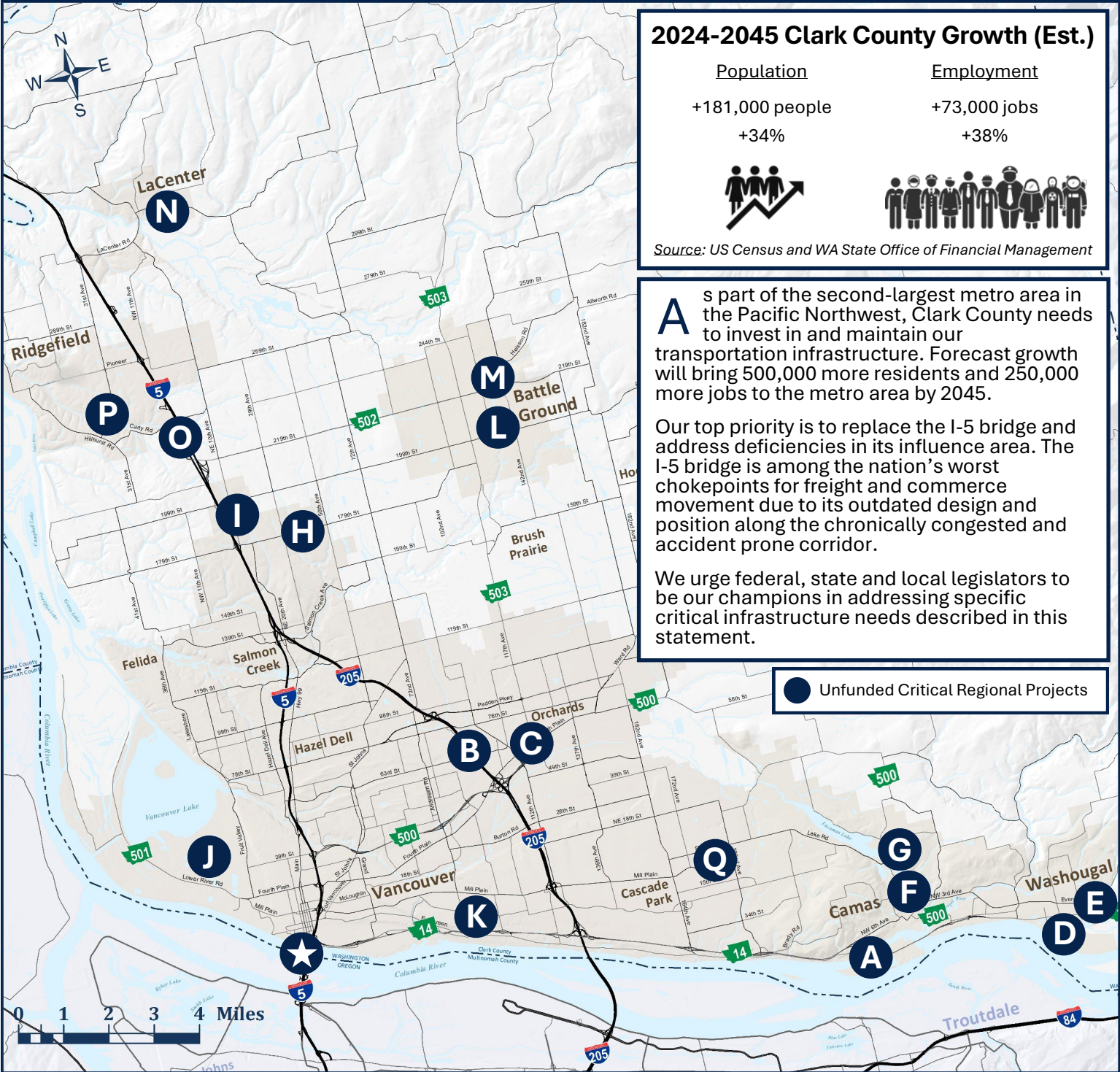
Washougal School District

Workforce Southwest Washington

Working Waterfront Coalition

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# 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).*

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### 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.



109-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, 2025) requiring bi-state coordination: **I-5 Bridge across the Columbia River** (#31) and **I-5 at I-84 Rose Quarter** (#27). These are the two worst chokepoints in the Pacific Northwest.

### Regional Preservation & 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. (WSDOT, 2024)*

### Action #2

**Pursue Consistent Funding to Advance State of Good Repair:** Make significant investments to reduce the funding gap for preserving existing bridge and pavement assets. Consider new, stable funding models (e.g. road-usage charge) and updates to local options and authorities. And work with competitive grant program administrators to align policies with funding needs and cost structures.

**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, 2024)*

### 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.

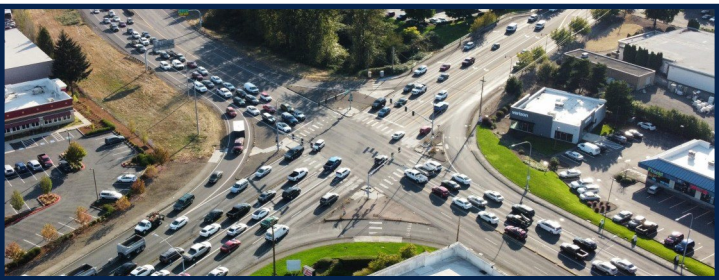
Prioritize grant and program enhancements for:

- Safe Routes to Schools, Complete Streets and Active Transportation programs.
- Public awareness programs deployed by local agencies and the Washington Traffic Safety Commission.
- Expand resources and tools/technologies to achieve state Target Zero goals.
- 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, including funding for confined aquatic structures in the first 10 years of the program.
- 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 where practical.
- Support 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 once a Record of Decision is issued for the I-5 bridge replacement program.



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 \$740M.*



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	SR-14 – WEST CAMAS SLOUGH BRIDGE IMPROVEMENTS	Add multimodal capacity and increase earthquake resilience; cost estimate updated considering site and risk details, market increases and inflation.	\$130M	WSDOT
B	I-205/SR-500 TO PADDEN PKWY	Add auxiliary lanes to address congestion hotspot (Note: scoping study underway to update cost estimate).	\$70M	WSDOT
C	SR-500/FOURTH PLAIN/ SR-503	Initial intersection improvement to address congestion hot spot.	\$25M	WSDOT
D	WASHOUGAL 32ND ST RAIL UNDERPASS	A total of \$71.6M is committed or pending, including local match dollars, to eliminate at-grade rail-crossing, improving safety, community connectivity and economic opportunity.	\$97.5M	City of Washougal
E	WASHOUGAL RIVER RD SAFETY IMPROVEMENTS	Install dual roundabouts on Washougal River Road at 18th/O St and Shepherd Rd to improve safety and accommodate future growth.	\$6M	City of Washougal
F	SR-500/EVERETT ST — LACAMAS LAKE BRIDGE	Install new Lacamas Lake Bridge and landings above the floodplain with multimodal capacity.	\$16M	City of Camas
G	SR-500/EVERETT ST — NE 35TH AVE TO NE 43RD AVE	Improve SR-500 to multi-modal urban arterial standards supporting new economic development opportunities.	\$17M	City of Camas
H	179TH ST FROM NE 15TH AVE TO NE 50TH AVE	Improve roadway to multi-modal arterial standards supporting expanded capacity and economic development opportunities.	\$76.6M	Clark County
I	NE 15TH AVE FROM 179TH ST TO NE 10TH AVE	Add arterial connection to increase capacity in conjunction with 179th/I-5 interchange upgrade.	\$21.8M	Clark County
J	FRUIT VALLEY FREIGHT ACCESS AND SAFETY IMPROVEMENTS	Planning, engineering, environmental review and construction for new north-south freight arterial.	\$130M	City of Vancouver
K	MACARTHUR BETWEEN N BLANDFORD AND S LIESER	Corridor improvements including multi-modal paths, roundabouts at key intersections and traffic safety enhancements.	\$50M	City of Vancouver
L	EATON BLVD FROM SW 20TH AVE TO SR-503	Improve roadway to urban arterial standards and improve traffic safety.	\$11M	City of Battle Ground
M	DOWNTOWN REVITALIZATION AND CIRCULATION PROJECT	Construction for the downtown circulation and revitalization project plan including focus on alternative transportation options.	\$19.5M	City of Battle Ground
N	PACIFIC HWY SHARED USE PATH	Complete pathway connection between downtown and northeast communities.	\$1.05M	City of La Center
O	RIDGEFIELD/I-5 S CONNECTOR/I-5 TO HILLHURST RD	Add western ramp access at I-5 and arterial street extension to Hillhurst Rd.	\$40M	City of Ridgefield
P	ROYLE ROAD — SOUTH PHASE; S 19TH ST TO HILLHURST RD	Improve roadway, multimodal improvements, remove fish barrier, resiliency for water and sewer extensions.	\$20M	City of Ridgefield
Q	PUBLIC TRANSIT	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