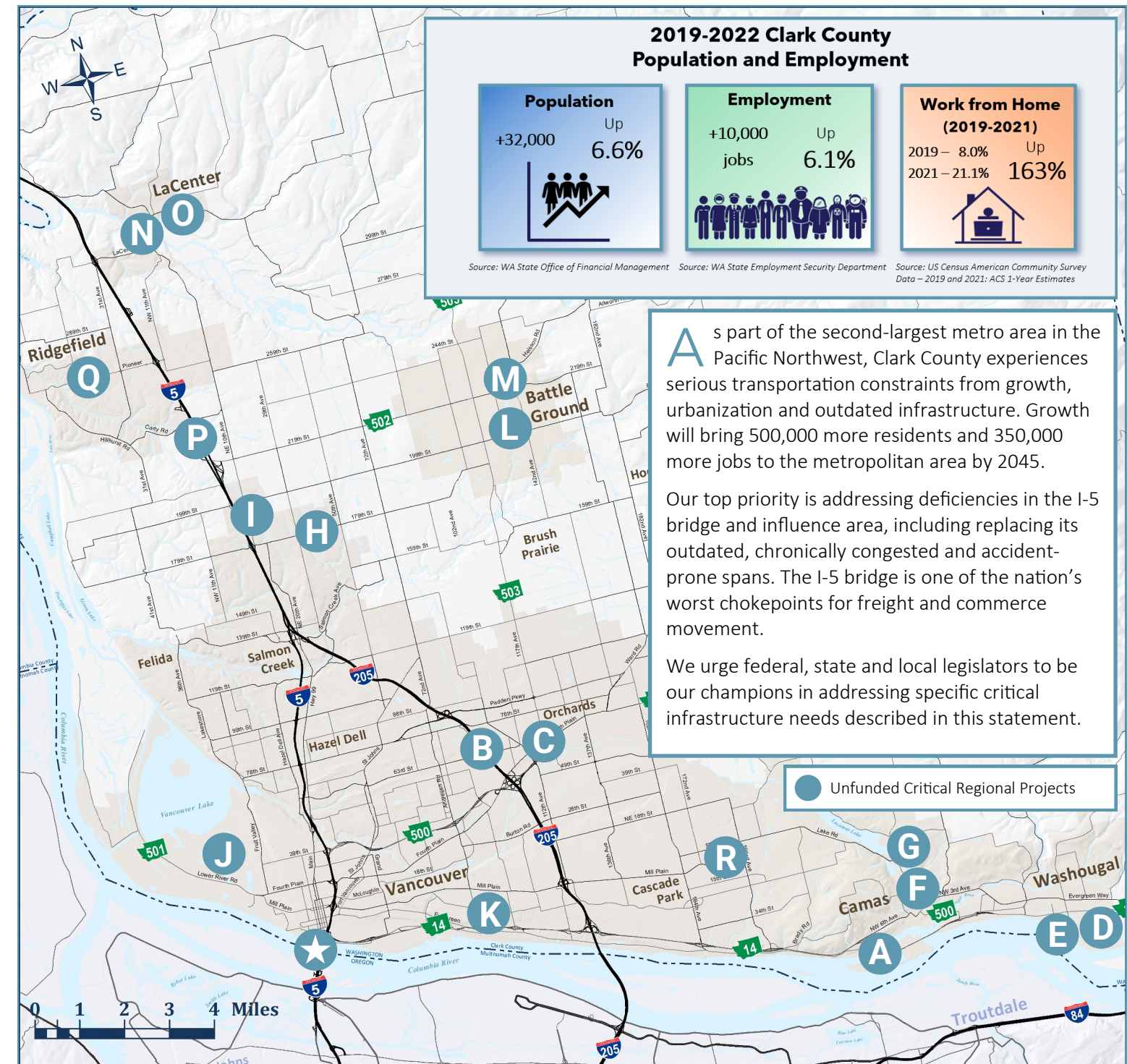


# Clark County Transportation Alliance 2024 Policy Statement

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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 EXWY</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 15<sup>TH</sup> AVE FROM 179<sup>TH</sup> ST TO NE 10<sup>TH</sup> 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>4<sup>TH</sup> 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 56<sup>TH</sup> 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                |