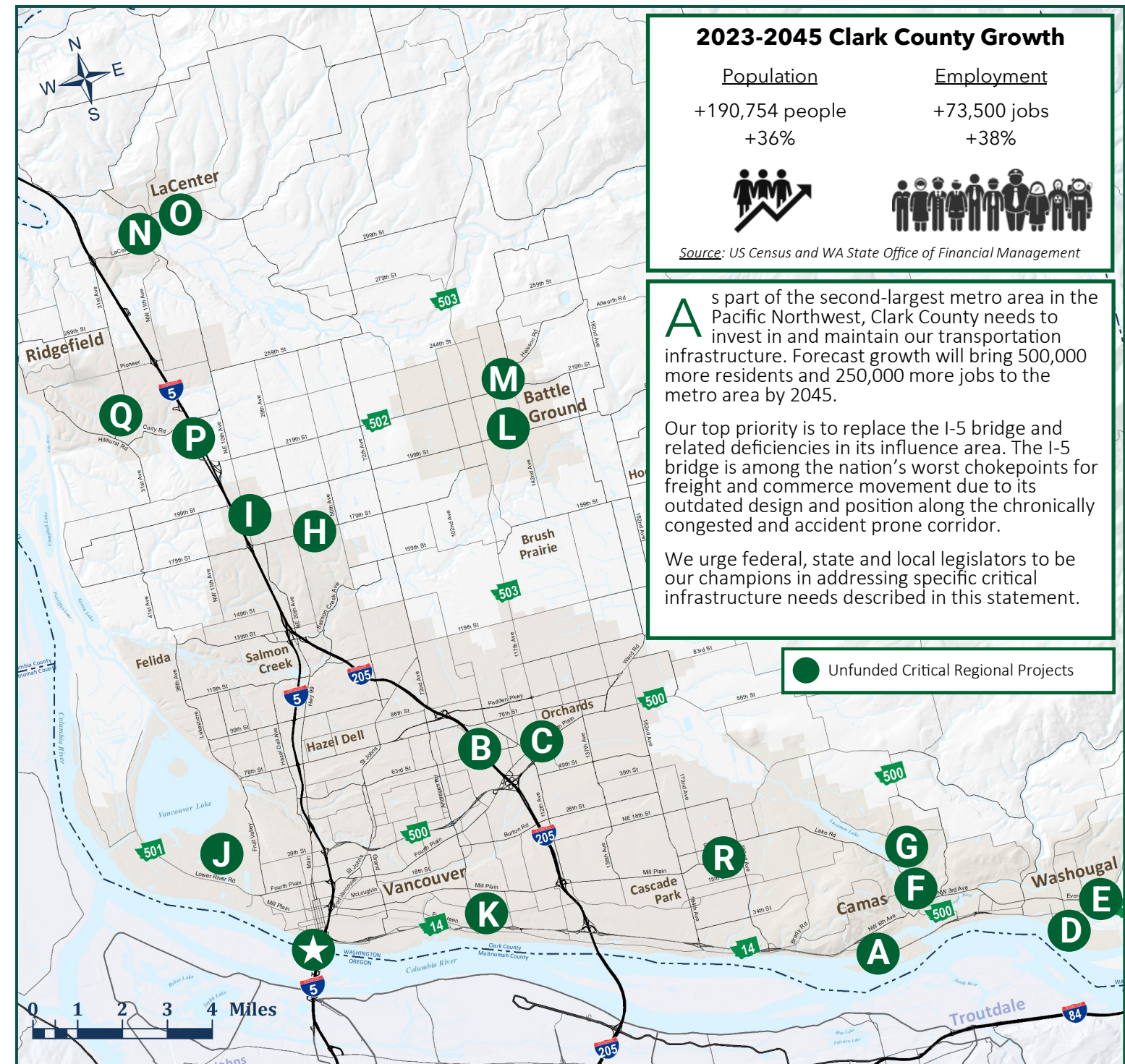


Clark County Transportation Alliance 2025 Policy Statement

[INSERT ENDORSING ORGANIZATION LOGOS HERE]

[INSERT ENDORSING ORGANIZATION NAMES HERE]

Clark County Transportation Alliance 2025 Policy 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 cooperation: **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.**



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	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	\$125M	WSDOT
B	I-205/SR-500 TO PADDEN PKWY	Add auxiliary lanes to address congestion hotspot (Note: scoping study underway to update cost estimate)	\$50M	WSDOT
C	SR-500/FOURTH PLAIN/ SR-503	Initial intersection improvement to address congestion hot spot	\$25M	WSDOT
D	WASHOUGAL 32ND ST RAIL UNDERPASS	Have secured \$50M of total need, to eliminate at-grade rail-crossing, improving safety, community connectivity and economic opportunity	\$80M	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	\$10M	City of Washougal
F	SR-500/EVERETT ST — LACAMAS LAKE BRIDGE	Install new Lacamas Lake Bridge and landings above the floodplain with multimodal capacity	\$15M	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	\$15M	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 STUDY	Design for the downtown circulation and revitalization plan including focus on alternative transportation options	\$0.5M	City of Battle Ground
N	4TH ST WIDENING/BREZEE CREEK CULVERT	Complete street makeover with fish bearing culvert replacement for improved environmental outcomes	\$13.5M	City of La Center
O	PACIFIC HWY SHARED USE PATH	Complete pathway connection between downtown and northeast communities	\$3.5M	City of La Center
P	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
Q	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
R	PUBLIC TRANSIT	Help fund construction of C-TRAN's extension of the Fourth Plain BRT line that will interconnect with Mill Plain BRT line	\$10M	C-TRAN