A CALL TO FURTHER ACTION

Clark County's residents, employers, workers and guests are experiencing serious transportation constraints from rapid growth and urbanization. Already the 12th worst congested commute among 240 cities (INRIX), traffic pressures will magnify as southwest Washington welcomes 140,000 more residents and 86,000 jobs (RTC), and Portland adds 500,000 residents and 350,000 jobs (Metro/RTC) by 2040.

As the second-largest metropolitan area in the Pacific Northwest, our top priority is addressing deficiencies in the I-5 bridge and influence area, including replacing its outdated, chronically congested and accident-prone spans. Traffic crawls at below 30 mph seven hours a day, and at just 9 mph on I-5 during peak hours (RTC) as 135,000 trips are made daily between Washington and Oregon – 300,000 when including I-205.

Century-old I-5 bridge is only Interstate lift span in the West

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

I-5 Bridge Replacement and Influence Area Improvements

Action #1

Create an I-5 Bridge Replacement Project Office ($15M): pursue bi-state legislative consensus, prepare critical permitting pathway, develop funding plan, begin permitting work

Complete Supplemental EIS Process: re-evaluate prior scope and EIS, restart permitting work, submit and achieve approvals, secure funding commitments, develop construction packages ($50-100M, depending on scope)

The Clark County Transportation Alliance (CCTA) fully supports replacement of the I-5 bridges and related corridor improvements. The I-5 spans are functionally obsolete and over time will require substantial maintenance investments to remain operational. Broad support is demonstrated through the process framework established in SSB 5806 along with widespread regional business and governmental statements supporting immediate action.

A bi-state appro
practical solutio
commerce and
keeping with the
endorse efforts
projects that ad
the I-5/I-84 inter
downtown Portland. We also place high priority on long-range transportation corridor planning given steadily rising population and commerce forecasts.

$300,000 in PE funds for 32nd Ave undercrossing project

Regionally Critical Projects and Needs

Action #2

Fund Regionally Critical Projects to Address Immediate Needs: secure funding either through single-project awards or as part of the next statewide transportation funding package for regionally critical projects

Fund Critical Area Planning: Find additional maintenance, planning and traffic operations funds for critical urban areas (SR-14, SR-500, I-5, I-205) to provide increased response

We support the acceleration of projects in the Connecting Washington package, such as **economically vital interchange improvements at I-5 and 179th St.** We s
where labor, materi
substantially.

$35 Million for Project "re-start" activities

Funding is requeste
priorities that serve
reduce congestion
multi-modal enhanc
vetted through the regional planning process.

The following is a list of critical regional projects:

SR-500 Intersections at 42nd Ave and 54th Ave ($6M): implement cost effective safety improvements from 2018 practical solutions study; additional investments including overpasses may be warranted

I-205/SR-500 to Padden Expressway ($30M): add auxiliary lanes to address congestion hotspot

I-205 at Mill Plain Blvd to SR-500 ($25M): add auxiliary lanes and active traffic management facilities to increase flow and capacity; project study underway

SR-500/Fourth Plain/SR-503 ($60M): intersection improvement to address congestion hot spot; project study underway

SR-14 Camas Slough Bridge ($35M): parallel bridge structure for westbound traffic and added capacity

SR-14/I-205 Interchange (TBD): provide funds for congestion relief; project study underway

SR-14 Phase 2 Access Improvements, Towncenter Connectors and Railroad Grade Separation ($64.8M): road improvements, connectors and rail over/underpass at 15th St, 32nd St, 27th St, A/Addy St. and Index St.

NE 10th Ave from 149th to 154th St/Whipple Creek ($10M): completes new north-south corridor for I-5

NE 15th Ave from 179th Street to NE 189th St vicinity ($15M): adds new arterial connection to increase capacity in conjunction with 179th/I-5 interchange upgrade

NW 32nd Ave Industrial Corridor ($3M): planning, environmental review for north-south arterial

SE 1st Street at 164th to 192nd Avenue ($7M): arterial widening and multi-modal upgrade; leverages significant pri

**SR-500 (Eve
Intersection**
improve capa

**SE Grace Av
Main Street**
new signal for upgraded capacity

$4.9 Million for Project I-5 Bus on Shoulder project

Public Transit ($5M): C-TRAN is building upon its 2017 Bus Rapid Transit debut on Fourth Plain and is assembling plans for a similar BRT line along Mill Plain. It also seeks to expand its successful Bus on Shoulder project on SR-14 with a project along I-5 Southbound from the 99th St. Park and Ride to the I-5 bridge. It is consolidating and modernizing its maintenance and operations and seeks $5M in capital support for the $30M project.

C-TRAN introduces the region's first Bus Rapid Transit (BRT)

$250,000 for Ridgefield S. I-5 Access Planning

Facilitating Transportation Mobility and Economic Growth

$1.5 Million for Chelatchie Prairie RR track upgrades

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economic opportunity, foster telecommuting and better compete in the gig economy

- Fund regionally significant improvements for marine access within the Columbia River, and rail access improvements and track upgrades for ports and the county-owned Chelatchie Prairie Railroad
- Support the Port of Vancouver USA's Terminal 1 Waterfront development project for safety, commerce and tourism
- Reform and fund the Model Toxics Control Act (MTCA) to assure a healthy environment
- Create a broader array of infrastructure financing methods, including tax increment financing, design-build, public
continued
TIB and F
- Actively e
pressures
safety for

MTCA / Stormwater policy reform was passed

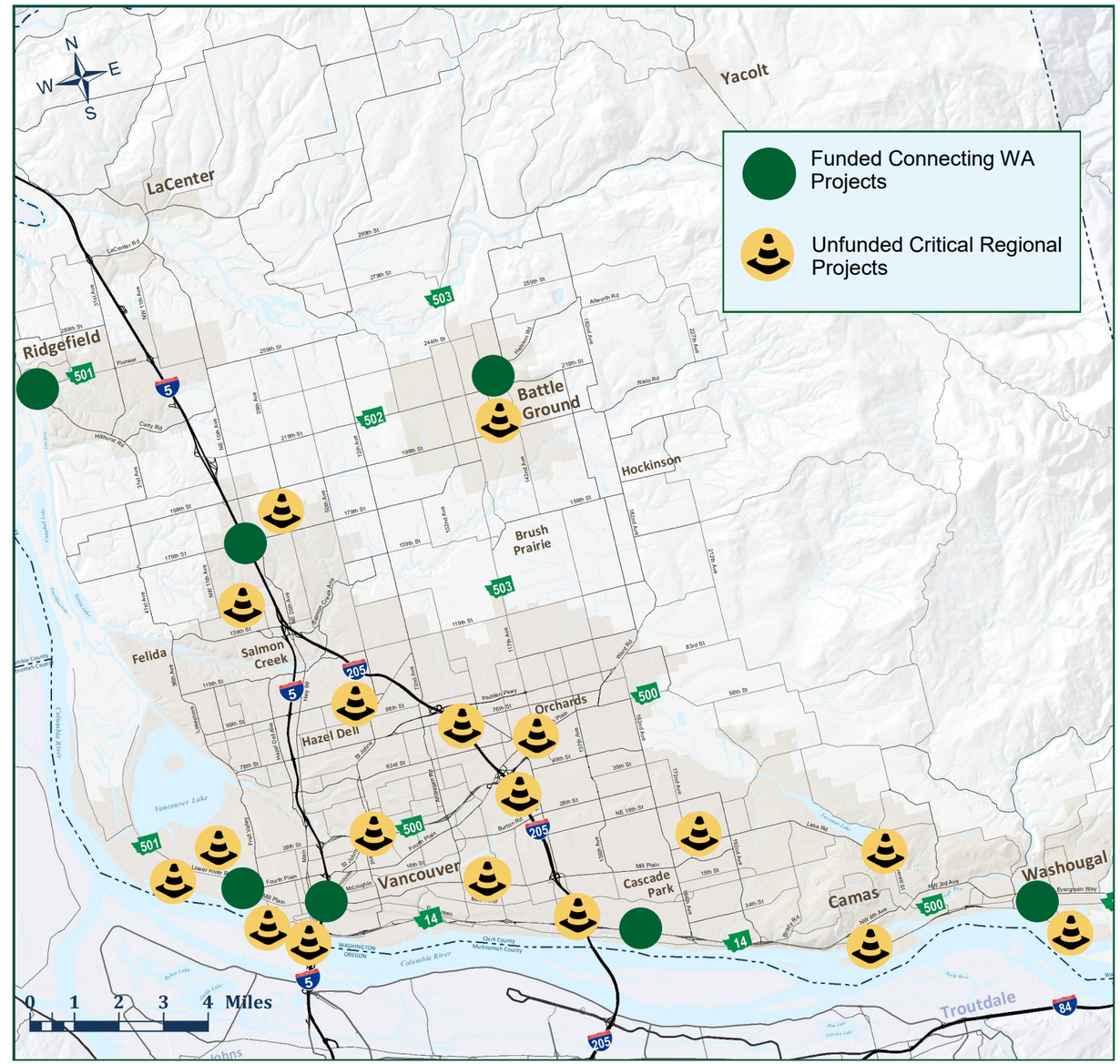
$4.7 Million for Port Terminal 1 upgrades

Clark County Transportation Alliance
2019-20 Policy Statement

Sponsoring Organizations:

Battle Ground Public Schools
Building Industry Association of Clark County
Camas School District
Camas-Washougal Chamber of Commerce
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 River Econ. Dev. Council
Columbia River Steamship Operators' Assn.
C-TRAN
East Vancouver Business Association
Evergreen Public Schools
Greater Portland 2020
Greater Portland, Inc.
Greater Vancouver Chamber of Commerce
Hazel Dell/Salmon Creek Business Assn.
Hockinson School District
Identity Clark County
IBEW Local 48
Labor Roundtable of SW WA
Legacy Salmon Creek Medical Center
Neighborhood Traffic Safety Alliance
Pacific Building Trades
Pacific Northwest Waterways Association
Partners in Careers
PeaceHealth Columbia Network
Port of Camas-Washougal
Port of Portland
Port of Ridgefield
Port of Vancouver
Portland Business Alliance
Regional Transportation Council
Ridgefield School District
SW WA Central Labor Council
SW WA Contractors Association
SW WA High Technology Council
SW WA STEM Network
The Historic Trust
The Vancouver Clinic
Vancouver's Downtown Association
Vancouver Public Schools
Visit Vancouver USA
Washington State University Vancouver
Washougal School District

For more information, contact admin@iccbusiness.org or call 360.695.4116

As of 1/31/19

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