



## MEMORANDUM

**TO:** Southwest Washington Regional Transportation Council Board of Directors  
**FROM:** Dean Lookingbill, Transportation Director  
**DATE:** February 26, 2013  
**SUBJECT:** **Metropolitan Transportation Plan Capital Facilities Review**

---

### **AT A GLANCE – DISCUSSION**

*The purpose of this memorandum is to provide the RTC Board with introductory information on RTC's upcoming work in 2013 to review the adopted Metropolitan Transportation Plan's capital facilities projects and to seek the Board's input and discussion on the approach to this work element.*

### **INTRODUCTION: CONCEPT, PURPOSE, SCOPE**

RTC's 2013 Work Program, adopted by the RTC Board in December 2012, included a work element to undertake a review of the Metropolitan Transportation Plan's (MTP's) twenty-year list of capital projects using a more conservative growth forecast than in the existing MTP adopted in December 2011. Given the 2035 population and employment projections used in the adopted MTP, the extensive list of regional capital facility projects would be needed. However, with the current economic slowdown, the region's 2035 growth projection may not be realized until the year 2040 or beyond. The purpose of this work activity is to review the adopted MTP's list of projects and to conduct an analysis of which projects are the most critical to have in place by year 2035 versus those that may be deferred given a slower than anticipated growth rate. The work element also provides opportunity to consider alternative policy approaches to transportation solutions as called for via "least cost" planning principles and WSDOT's Moving Washington principles "to operate efficiently, manage demand and add capacity strategically." Additionally, plan monitoring and transportation system performance evaluation are significant elements required by the new federal transportation act, MAP-21. The transportation system and project evaluations proposed for this work element will move us another step toward MAP-21's performance-based transportation planning and investment decision-making.

### **BACKGROUND: THE ADOPTED METROPOLITAN TRANSPORTATION PLAN**

The Metropolitan Transportation Plan (MTP) for Clark County is the long-range plan for the region's transportation system. The Plan is required by the federal government as a condition for receipt of federal transportation funding to the region. The Plan must be regularly updated, must address multiple transportation modes, must be affordable and must be consistent with state and local plans. The current MTP was adopted by the RTC Board in December 2011 and has a horizon year of 2035. The MTP focuses on developing a transportation system to support the region's anticipated level of growth and development consistent with local Comprehensive Growth Management Plans. The existing MTP 2035 demographic forecast with a population of

over 641,000 and 256,000 jobs, grows the 2024 Clark County Comprehensive Plan forecast forward (see Table 1 for Demographic Forecast comparisons).

**Table 1: Clark County Demographics; Base Year and Comparative Forecasts**

	Clark County GMA Comp		
	Base Year Demographics	Plan (Sep. 2007)	RTC's MTP (Dec. 2011)
	2010	2024	2035
Population	425,363	584,310	641,775
Households	157,826	225,602	248,750
Persons/Household	2.70	2.59	2.58
Population Annual Average Growth Rate from 2010	N/A	2.29%	1.66%
Employment	131,954	231,705	256,200
Job/Household	0.84	1.03	1.03
Employment Annual Average Growth Rate from 2010	N/A	4.10%	2.69%

The MTP's vision and policies guide the Plan update. Policies include transportation safety and security, support for economic development, accessibility and mobility, transportation system management and operations, protection of environmental quality, reflecting community values to help build and sustain a healthy, livable and prosperous community, protection of system investments by maintenance and preservation of the existing system and financial viability.

The focus of the MTP is on the Regional Transportation System which includes all interstates, state routes, principal arterials, transit system and other facilities and services of regional significance including air, marine, rail, transit and road. The current MTP includes a 2035 travel demand forecast and financial plan.

While we understand that preservation and maintenance of the transportation system is very important, the focus of this work effort will be on capital projects. A key element of the MTP is the list of transportation capital solutions identified through regional and local transportation planning processes. Attached with this memorandum is an excerpt from the existing MTP. Table B-5 from the MTP's Appendix B lists regional transportation projects identified to support the region's growth through 2035. Also attached is a map showing the location of transportation projects identified in the MTP. Projects listed in Table B-5 meet the MTP's test for fiscal constraint proven through RTC's regional transportation planning process but are not yet programmed in the Metropolitan Transportation Improvement Program for funding. These projects are part of the MTP's Designated Regional Transportation System and amount to over \$2.8 billion in regional transportation needs within Clark County with an additional amount needed for the CRC project. As shown in Table 2 below, almost 50% of the projects on the list

are projects identified as needed on the state’s highways emphasizing the level of investment needed to keep the state transportation system functioning at a reasonable performance level.

**Table 2: MTP (Dec. 2011) Summary of Identified Regional Project Costs**

<b>Agency/Project Type</b>	<b>Amount</b>	<b>%</b>
WSDOT (highways)	\$1,382,884,000	49%
Local Jurisdictions (primarily principal arterials)	\$749,765,200	26%
Transit (capital projects, replacement, repair)	\$374,768,000	13%
Rail (Port of Vancouver access)	\$150,000,000	5%
Bike/Pedestrian	\$92,400,000	3%
Transportation Demand Management	\$48,000,000	2%
Transportation System Management and Operations (TSMO)	\$45,800,000	2%
<b>TOTAL</b>	<b>\$2,843,617,200</b>	

The list of MTP projects is identified to support the growth forecast in local Comprehensive Growth Management Plans adopted in 2007 when demographic growth over the previous two decades resulted in a robust growth forecast for Clark County and its jurisdictions.

**DEMOGRAPHIC AND FINANCIAL TRENDS: WHAT IS CHANGING?**

Before considering Washington Office of Financial Management’s “new 2035” growth population forecast, it is interesting to consider several changes in demographic, lifestyle, and financial trends that have resulted in a need to review and reconsider growth forecasts and analyze what this means for performance of the future transportation system. These include:

- Population aged 65 and over is increasing  
(9.5% of Clark County’s population in 2000; 11.5% by 2010)
- Net-migration (population in and out) to Clark County has slowed  
(from a high of 10,476 in 1997-98; averaging over 7,900 a year between 1995 and 2005; but with a net decrease of -1,091 between 2009 and 2010)
- Minority populations have increased  
(15.9% of Clark County’s population in 2000; 18.2% by 2010)
- Number of residential building permits has dropped  
(nearly 6,000 permits issued in 1998; 349 in 2011; 585 in 2012)
- Generation Y, 20 to 30’s, with changed aspirations and lifestyle expectations.
- Incomes are flat or decreasing  
(Since 2000, for the first time in 40 years, median household income for all age groups under 55 has not increased)

- Transportation: per capita Vehicle Miles Traveled has trended downward in recent years with implications for transportation revenues.
- New transportation initiatives: performance-based MAP-21, Moving Washington, least cost planning.

### THE “NEW” 2035 DEMOGRAPHIC FORECAST

Pursuant to RCW 43.62.035, Washington Office of Financial Management (OFM) is tasked with working in cooperation with local jurisdictions to prepare and periodically update state and county population projections for growth management planning purposes. OFM provides a low, medium and high forecast series with projections seen as statements about the future based on a particular set of assumptions. The medium series is considered the most likely because it is the best foreseeable future based on assumptions that have been validated with past and current information.

Given the recent downturn in the economy, changing demographics and lower than anticipated growth rates, Washington Office of Financial Management, in August 2012, published a new, lower, growth forecast for year 2035 for the counties of Washington State. The “new 2035” OFM medium population projection for Clark County is shown in the rightmost column of Table 3. It is this updated OFM 2035 medium population projection that RTC is proposing to use in reviewing the MTP’s identified capital projects. This will allow for comparisons of transportation system performance between the existing MTP and the “new 2035” forecast to both maintain a connection with Growth Management planning and to prepare for scoping of the next MTP update which is due in late 2015. The “new 2035” employment and household forecast is based on the population forecast. RTC staff has begun to work with local jurisdictions to consider this “new 2035” demographic forecast.

**Table 3: Clark County Demographics; Base Year and Comparative Forecasts**

	Base Year Demographics	Clark County GMA Comp Plan (Sep. 2007)	RTC's MTP (Dec. 2011)	"New 2035" OFM Medium (Aug. 2012)
	2010	2024	2035	2035
Population	425,363	584,310	641,775	562,207
Households	157,826	225,602	248,750	209,779
Persons/Household	2.70	2.59	2.58	2.68
Population Annual Average Growth Rate from 2010	N/A	2.29%	1.66%	1.12%
Employment	131,954	231,705	256,200	207,681
Job/Household	0.84	1.03	1.03	0.99
Employment Annual Average Growth Rate from 2010	N/A	4.10%	2.69%	1.83%

**TIMELINE**

A proposed draft timeline for the MTP Capital Facilities Review is provided in Table 4 below:

<b>Table 4: Proposed MTP Capital Facilities Review Timeline and Topics</b>	
<b>RTC Board Meeting</b>	<b>Anticipated Presentation:</b>
<b>Mar. 5</b>	Study kickoff: purpose, scope, approach
<b>May 7</b>	MTP project list: How do the identified transportation projects accommodate travel demand? What changes might be considered?
<b>Jun. 4 or Jul. 2</b>	Comparison of transportation system performance between: <ul style="list-style-type: none"> <li>• Base Year</li> <li>• Committed Transportation System (projects programmed in the Metropolitan Transportation Improvement Program)</li> <li>• 10-Year (2022)</li> <li>• Current MTP (adopted Dec. 2011)</li> <li>• New 2035 Medium Growth Forecast</li> </ul> What are the highest priority 20-year transportation facilities?
<b>Sep. 3</b>	Conclude 20-year MTP Capital Facilities Review in preparation for <ul style="list-style-type: none"> <li>• Scoping the next MTP update (due 2015)</li> <li>• Meeting MAP-21 performance managed transportation system requirements</li> </ul>

**NEXT STEPS**

To recap, the purpose of this MTP Capital Facilities review is to re-look at the list of the MTP’s transportation capital projects given an updated demographic forecast and changed levels of growth to identify the most critical projects that will have the highest benefit for transportation system performance and for transportation users. Ultimately, the goal is to make fiscally responsible decisions about the future transportation system. Following discussion at the March 5 RTC Board meeting, RTC staff will continue to work with local jurisdictions to complete the “new 2035” demographic scenario, will develop a regional travel demand model and will analyze the differences between the existing MTP 2035 and “new 2035” transportation system performance. Staff will provide regular progress reports to the RTC Board and welcome RTC Board feedback. Completion of the MTP Capital Facilities Review will result in useful data and transportation system analysis that can be used in the scoping process for the next major MTP update due in 2015.

**Attachments** (MTP List of Projects and MTP Project Location Map)

# MTP Solutions, Projects, Strategies and Programs (MTP's Appendix B)

---

## **Regional Projects Identified in the 2011 MTP Update**

Projects listed in Table B-5 are transportation capital solutions identified through the regional and local transportation planning process as needed to support this region's development through 2035.

**Table B-5: 2035 MTP Project List (for adoption in 2011), MTP Designated System**

Facility	Cross Streets	Project Description	Existing Condition	Est. Year of Completion	Jurisdiction/ Agency	Project Cost Estimate
I-5	Columbia River Crossing (CRC). SR-500 in Vancouver, Washington to Columbia Boulevard in Portland, Oregon	Replacement I-5 river crossing and reconstructed interchanges, Light Rail Transit with terminus in Clark College vicinity.	3 lanes each direction	2018	WSDOT	\$3.2 to \$3.5 Billion
I-5/I-205	Salmon Creek Interchange Phase II	Improve access to I-205 with flyover from 134th St to I-205 southbound		2013-2020	WSDOT	\$35,000,000
I-5	LaCenter Rd. Interchange	Rebuild Interchange	Interchange	2011-2015	WSDOT	\$40,000,000
I-5	179th Street to SR-502	Auxiliary lane in each direction	3 lanes each direction	2016-2025	WSDOT	\$22,000,000
I-5	179th Street Interchange	Reconstruct Interchange	Interchange	2016-2025	WSDOT	\$40,000,000
I-5	SR 500	Build Direction Connection	Partial Interchange	2018-2025	WSDOT	\$120,000,000
I-5	East Fork Lewis River Bridge	Replace Bridge Structure	Bridge	2020-2025	WSDOT	\$72,000,000
I-5	North Fork Lewis River Bridge	Replace Bridge Structure	Bridge	2020-2025	WSDOT	\$85,000,000
I-205	I-205/SR14 Interchange to Mill Plain	Rebuild Interchange and Construct Braided Ramps	Interchanges	2025-2035	WSDOT	\$140,000,000
I-205	18th St to SR 500	Construct 28th St. Ramps and Connector Roads	Overpass/Underpass	2016-2025	WSDOT	\$100,000,000
I-205	SR-500	WB SR-500 to SB I-205 Flyover	Interchange	2025-2035	WSDOT	\$33,000,000
I-205	Padden Parkway Interchange	Rebuild interchange	2 lanes each direction	2020-2035	WSDOT	\$30,000,000
I-205	SR-500 to Padden Parkway	3 general purpose and 1 auxiliary lanes each direction	2 lanes each direction	2016-2025	WSDOT	\$58,000,000
I-205	Padden Parkway to 134th Street	3 lanes each direction	2 lanes each direction	2016-2025	WSDOT	\$90,000,000
SR-14	I-205 to 164th Avenue	3 lanes ea. direction	2 lanes each direction	2016-2025	WSDOT	\$35,000,000
SR-14	West Camas Slough Bridge	Rebuild Bridge	1 lane each direction	2016-2025	WSDOT	\$28,000,000
SR-14	2nd Street to 32nd Street	Add lanes and construct interchanges (for safety and capacity)	1 lane each direction with intersections	2016-2025	WSDOT	\$100,000,000
SR-500	42nd and 54th Avenue	Construct Interchange and Grade-Separated Crossing	Intersection	2016-2025	WSDOT	\$65,000,000
SR 500	Fourth Plain	Construct SR 500 Flyover	Intersection	2025-2035	WSDOT	\$50,000,000

Facility	Cross Streets	Project Description	Existing Condition	Est. Year of Completion	Jurisdiction/ Agency	Project Cost Estimate
SR-503	at SR-502	Intersection improvement	Intersection	2011-2016	WSDOT/Battle Ground	\$1,050,000
SR-503	at Padden Parkway	Add Interchange	Intersection	2020-2030	Clark County/WSDOT	\$32,000,000
SR-503	Padden to SR-502	Add Lanes, 3 lanes each direction	2 lanes each direction	2025-2035	WSDOT	\$132,000,000
SR-503	SR-502 to Gabriel Road	Add Lanes, 2 lanes each direction	1 lane each direction	2020-2035	WSDOT	\$34,000,000
Bus Stop Replacement	System Wide	Replace and upgrade signage	Follow replacement schedule, add vehicles as needed to provide service	2013	C-TRAN	\$771,000
Transit Enhancements	System Wide	Improvements/amenities at bus stops, super stops, and transit centers - new and existing	Continuation of existing programs	Ongoing	C-TRAN	\$42,440,000
Administration, Operations, and Maintenance Facility	65th Street & 18th Street	Expansion/redevelopment	Current facility is 20 years old and over capacity	2019-2020	C-TRAN	\$22,725,000
Fisher's Landing Transit Center Expansion	164th Avenue & SR 14	Expansion of park & ride facility on property already owned by C-TRAN	Existing park and ride is approaching capacity	2015-2016	C-TRAN	\$7,500,000
Bus Rapid Transit Improvements	Fourth Plain	Develop and construct BRT project	N/A	2014	C-TRAN	\$78,000,000
18th Street Park & Ride	18th Street & I-205	Relocation of existing Evergreen Park & Ride	Current park and ride lacks visibility and easy access to I-205, relocation will support service improvements	2021-2022	C-TRAN	\$14,600,000
219th Street Park & Ride	I-5 & SR-502	Park & Ride facility at new interchange	N/A	2020-2030	C-TRAN	\$16,200,000
Fleet Replacement and Expansion	System Wide	Purchase replacement and expansion vehicles for fixed route, paratransit, and vanpool service	Continue ongoing program	Ongoing	C-TRAN	\$135,588,000
ITS Deployment	System Wide	Deploy ITS Phase 2 and 3, including digital radio system and transit signal priority	Phase 1 complete	Ongoing	C-TRAN	\$10,378,000
Facility Capital Maintenance				Ongoing	C-TRAN	\$30,900,000
Miscellaneous Capital Repair & Replacement				Ongoing	C-TRAN	\$15,666,000
119th Street	87th Avenue to 110th Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2017-2035	Clark County	\$28,000,000
119th Street	Salmon Creek Av. to 72nd Avenue	1 lane ea. direction, w/turn lane	1 lane each direction	2017	Clark County	\$10,912,000
119th Street	NW 7th Av to NW 16th Av	1 lane ea. direction, w/turn lane	1 lane each direction	2013-2030	Clark County	\$8,655,000

Facility	Cross Streets	Project Description	Existing Condition	Est. Year of Completion	Jurisdiction/ Agency	Project Cost Estimate
179th Street	Delfel Rd to NE 15th Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2014	Clark County	\$25,000,000
179th Street	NE 15th to NE 29th Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2017-2035	Clark County	\$25,000,000
179th Street	NE 29th Avenue to NE 72nd Av.	1 lane ea. direction, w/turn lane	1 lane each direction	2017-2035	Clark County	\$37,700,000
179th Street	NE 72nd Avenue to Cramer Road	1 lane ea. direction, w/turn lane	1 lane each direction	2017-2035	Clark County	\$20,358,000
179th Street	Cramer Road to NE 112th Av.	2 lanes ea. direction, w/turn lane	None	2017-2035	Clark County	\$5,881,200
179th Street	Fairgrounds Entrance to NW 11th Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2017-2035	Clark County	\$14,550,000
Andresen	Padden Parkway	Add Interchange	Intersection	2017-2035	Clark County	\$52,000,000
Highway 99	NE 99th Street to NE 107th Street	2 lanes ea. direction, w/turn lane	2 lanes each direction	2017 - 2020	Clark County	\$13,936,000
Highway 99	NE 107nd Street to NE 117th Street	2 lanes ea. direction, w/turn lane	2 lanes each direction	2017 - 2020	Clark County	\$20,730,000
Highway 99	122nd to 129th Street	2 lanes each direction w/ turn lane	2 lanes each direction	2017-2035	Clark County	\$11,310,000
Highway 99	South RR Bridge (Ross Street) to NE 63rd Street	2 lane ea. Direction w/ bike/ped facilities	2 lanes each direction	2017-2035	Clark County	\$5,460,000
Highway 99 Amenity Incentives	Various locations			2012-2035	Clark County	\$1,500,000
NE 119th Street	SR-503 to NE 172nd Avenue	1 lane ea. direction, w/turn lane	1 lane each direction	2017-2035	Clark County	\$19,113,000
NE 182nd Avenue	NE 159th to NE 174th St	Turn lanes at intersections	1 lane each direction	2017-2035	Clark County	\$3,016,000
NE 72nd Avenue	NE 133rd to NE 219th St	2 lanes ea. direction, w/turn lane	1 lane each direction	2017-2035	Clark County	\$55,159,000
NE Ward Rd.	NE 88th Street to NE 172nd Ave	2 lanes ea. direction	1 lane each direction	2017-2035	Clark County	\$5,000,000
NE Ward Rd.	NE 172nd Avenue to Davis Rd	1 lane ea. direction, w/turn lane	1 lane each direction	2017-2035	Clark County	\$11,344,000
NE Ward Rd.	NE Davis Rd to NE 182nd Avenue	1 lane ea. direction, w/turn lane	1 lane each direction	2017-2035	Clark County	\$18,850,000
Padden Parkway	SR-503	Add Interchange	Intersection	2020-2035	WSDOT/Clark Co	See WSDOT section
St. John's Blvd.	NE 68th St to NE 50th Av.	2 lanes ea. direction, w/turn lane	1 lane each direction	2017-2035	Clark County	\$16,328,000

Facility	Cross Streets	Project Description	Existing Condition	Est. Year of Completion	Jurisdiction/ Agency	Project Cost Estimate
Grace Avenue	Grace Av/East Main St	Align S Grace and N Grace	Unaligned intersections	2017	Battle Ground	\$3,239,000
SE Eaton Blvd	SE Grace to East City Limits	1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities	1 lane each direction	2014-2018	Battle Ground	\$1,425,000
SE Grace Avenue	SE Rasmussen Blvd to SE Eaton Blvd	1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities	1 lane each direction	2012-2013	Battle Ground	\$5,000,000
SE Grace Avenue	E Main St to SE Rasmussen Blvd	1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities	1 lane each direction	2015	Battle Ground	\$3,000,000
SR-502 and W 12th Avenue	Reconfigure roadway system and signal removal	1 lane ea. direction, w bicycle and pedestrian facilities	Signalized intersection	2014-2018	Battle Ground	\$220,000
SR-503 and SW Eaton Blvd		Improve intersection - add turn lanes		2014-2018	Battle Ground	\$525,000
SR-503 and SW Rasmussen Blvd		Add east legs of intersection and signalize	No intersection	2014-2018	Battle Ground	\$815,000
SR-502 and W 15th Avenue	Reconfigure roadway system and add turn lanes	1 lane ea. direction, w bicycle and pedestrian facilities	Signalized intersection	2014-2018	Battle Ground	\$450,000
SR-503	at SR-502	Add turn lanes to intersection	Intersection	2014-2018	Battle Ground/ WSDOT	\$2,100,000
SR-503 and NW 5th Way		Add right-in/right-out intersection	None	2019-2028	Battle Ground	\$250,000
NE 179th Street,	NE 112th Avenue to SR 503	Construct urban minor arterial with bike lanes and sidewalks	none	2019-2028	Battle Ground	\$2,253,000
S Eaton Blvd	SW 20th Avenue	Signalize, add left turn lanes on all approaches	none	2014-2028	Battle Ground	\$890,000
NW 38th Av/SE 20th St	192nd Av to Armstrong St	1 lane each direction w/ turn lane, bike and pedestrian	Partially 1 lane each direction, partially none	2013	Camas	\$3,550,000
NE 18th St	Goodwin to 192nd Av	2 lanes each direction w/ turn lane, bike and pedestrian	None	2016-2022	Camas	\$9,340,000
NE Goodwin Rd	18th St to 232nd Av	2 lanes each direction w/ turn lane, bike and pedestrian	1 lane each direction	2016-2022	Camas	\$20,530,000
SR-500/ Everett Rd	Lake Rd to NE 4th St	1 lane each direction w/ turn lane, bike and pedestrian	1 lane each direction	2023-2029	Camas	\$12,710,000
NW 6th Av	Ivy to Division	Add turn lanes	2 lanes each direction	2016-2022	Camas	\$1,200,000
E 4th Street	Stonecreek Drive	Brezee Creek Crossing Pedestrian/bicycle Improvements	Old Culvert, no bike lanes, 1 sidewalk	2016-2020	La Center	\$3,248,000
E 4th Street	Highland to E. City Limits	Urban upgrade	Unimproved road segment	2016-2021	La Center	\$1,635,000

Facility	Cross Streets	Project Description	Existing Condition	Est. Year of Completion	Jurisdiction/ Agency	Project Cost Estimate
La Center Road	at Timmen Road	Construct left turn lanes	Unimproved intersection	Partly complete in 2012. Rest in 2016-2021.	La Center	\$1,450,000
E 4th Street	Cedar Avenue	Create downtown couplet.	urban road with sidewalks.	2014-2017	La Center	\$101,500
SR-501 Deceleration Lane	SR-501 and NW 26th Street	Add deceleration lane on north side of SR-501	1 lane each direction	2009	Port of Vancouver	
West Vancouver Freight Access	Southwest Vancouver	Construct new freight rail entrance to the Port from the BNSF Railway mainline, a grade separated entrance to T-5 and improves internal rail storage to accommodate unit trains	Hill track access from BNSF mainline, internal rail system. No service to Columbia Gateway	Phased, 2011-2017	Port of Vancouver	\$150,000,000
Hillhurst Road	Sevier Rd to 229th extension	Upgrade to 5 lane principal arterial	1 lane each direction	2015	Ridgefield	\$14,693,000
Hillhurst Road	SR-501 to Sevier Rd	1 lane each direction w/ turn lane	1 lane each direction	2013	Ridgefield	\$5,414,000
I-5	219th St. to SR-501	NB auxiliary lane along I-5	None		Ridgefield/ WSDOT	\$8,600,000
I-5	SR-501 to 219th St.	SB auxiliary lane along I-5	None		Ridgefield/ WSDOT	\$7,900,000
Pioneer Street Bridge	over Gee Creek	Bridge Replacement	2 lane bridge	2020	Ridgefield	\$2,671,500
Pioneer St (SR 501) at 9th Ave/Hillhurst Rd	N/A	Signalized Intersection improvement	Unsignalized Intersection	2015	Ridgefield	\$345,000
Pioneer St (SR 501)	Reiman Road to 35th Ave Roundabout	Widen, 1 lane each direction w/ turn lane	1 lane each direction	2020	Ridgefield	\$5,581,000
Pioneer St (SR 501) at 35th Ave	N/A	2-lane Roundabout	2-way stop-controlled intersection	2014	Ridgefield	\$1,268,000
Pioneer St (SR 501)	35th Ave to 45th Ave	Widen, 2 lane each direction w/ turn lane	1 lane each direction	2015	Ridgefield	\$3,530,000
Pioneer St (SR 501) at 51st Ave	N/A	2-lane Roundabout	N/A	2015	Ridgefield	\$1,268,000
Pioneer St (SR 501)	45th Ave to 51st Ave	Widen, 2 lane each direction w/ turn lane	1 lane each direction	2018	Ridgefield	\$2,194,000
Pioneer St (SR 501)	51st Ave to 56th Ave	Widen, 2 lane each direction w/ turn lane	1 lane each direction	2018	Ridgefield	\$2,194,000
Extend Pioneer St (SR 501) to Port	Main Ave to Division St	Railroad Overcrossing, new road	N/A	2018	Ridgefield	\$12,500,000
Hillhurst Road at S. Royle Road	N/A	Signalized Intersection improvement	N/A	2018	Ridgefield	\$964,000
112th Avenue	Mill Plain to 49th Street	2 lanes ea. direction, w/turn lane	2 lanes each direction	2020-2035	Vancouver	\$7,000,000

Facility	Cross Streets	Project Description	Existing Condition	Est. Year of Completion	Jurisdiction/ Agency	Project Cost Estimate
137th Avenue	49th Street to Vancouver City Limits	2 lanes ea. direction, w/turn lane	1 lane each direction	2015-2025	Vancouver	\$8,000,000
18th Street	162nd Avenue to 192nd Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2020-2035	Vancouver	\$12,000,000
18th Street	97th Avenue to NE 138th Avenue	2 lanes ea. direction, w/turn lane		2012-2025	Vancouver	\$21,000,000
18th Street	138th Avenue to 162nd Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2015-2025	Vancouver	\$15,000,000
18th Street	87th Avenue to 97th Avenue	Extend existing street 1 lane ea. direction, w/turn lane	No street	2015-2025	Vancouver	\$9,000,000
192nd Avenue	SE 1st Street to NE 18th Street	2 lanes ea. direction, w/turn pockets	1 lane each direction	2015-2025	Vancouver	\$7,000,000
E. Mill Plain	136th Ave. Intersection	Intersection improvement	Substandard	2011	Vancouver	\$2,500,000
Fourth Plain	I-5 to Railroad Bridge	Corridor improvements with targeted widening for capacity	1 lane each direction with center turn lane	2020-2035	Vancouver	\$15,000,000
Fourth Plain Boulevard/ Andresen	Intersection Influence Area	Reconstruct Fourth Plain in vicinity of 65th/66th Avenue to Andresen		2017-2025	Vancouver	\$5,000,000
Fruit Valley Rd	Whitney to 78th Street	1 lane ea. direction, w/turn lane	1 lane each direction	2017-2035	Vancouver	\$28,000,000
Lieser Road/ NE 87th Avenue	Lieser to E 5th St	Intersection improvement	Offset intersection	2017-2035	Vancouver	\$7,500,000
Main Street	5th Street to McLoughlin	Reconstruct from 5th to 16th	One-way street	2017-2030	Vancouver	\$10,000,000
Main Street	5th Street to Columbia Way	Re-connect to waterfront S. of rail berm	No street	2016	Vancouver	\$9,000,000
NE 28th Street	142nd Avenue to 162nd Avenue	1 lane ea. direction, w/turn lane	1 lane each direction	2017-2025	Vancouver	\$6,000,000
SE 1st Street	164th Avenue to 192nd Ave.	2 lanes ea. direction, w/turn lane	1 lane each direction	2015-2025	Vancouver	\$20,000,000
SE 20th Street	192nd Ave. to Camas City Limits	New urban minor arterial roadway	No Street	2012-2017	Vancouver	\$1,750,000
SE 5th Street	Blandford to East Reserve	Upgrade to 3-lane Modified Collector	1 lane each direction	2017-2035	Vancouver	\$1,200,000
Andresen Rd.	MacArthur Blvd Intersection	Intersection operational upgrade	4-way stop control	2017-2025	Vancouver	\$1,000,000
Main Street	39th St. Intersection	Intersection capacity and operational upgrade	substandard lane width, inadequate storage, inadequate turn lanes	2017-2025	Vancouver	\$3,500,000

Facility	Cross Streets	Project Description	Existing Condition	Est. Year of Completion	Jurisdiction/ Agency	Project Cost Estimate
Mill Plain Blvd	104th/105th Intersection	Intersection offset removal	offset intersection north/south of Mill Plain	2017-2035	Vancouver	\$4,000,000
32nd Street	SR-14 to Evergreen Way	Widen to 3 lanes - striping only	Completed	2007	Washougal	
32nd Street	Evergreen Way to 34th Street	Widen to 3 lanes, plus bike lanes and sidewalk	1 lane each direction	2018-2024	Washougal	\$5,476,000
Evergreen Way	32nd Street to Sunset View Rd	Widen to 3 lanes, plus bike lanes and sidewalk	1 lane in each direction	2018-2024	Washougal	\$8,117,000
SR 14 Access & Interchanges	Washougal River Road to 32nd Street			2011-2017	(Washougal) (Port of Camas Washougal) (WSDOT)	\$24,334,000
Evergreen @ 32nd Street	Intersection Influence Area	Intersection reconstruct including radius and turn lanes		2011-2017	Washougal	\$840,000
Washougal River Road	Shepherd Road, 18th/O, 25th	Intersection improvements, bike ped. and trail crossing		2018-2024	Washougal	\$2,482,000
Evergreen Way And Sunset View Road	Intersection Influence Area	Intersection improvement		2018-2024	Washougal	\$1,963,000
Evergreen @ 39th intersection	Evergreen and 39th St.	Evergreen @ 39th St. Signalization and intersection improvements	no signal	2025-2030	Washougal	\$1,081,000
County-wide	County Wide	Pedestrian & Bicycle Projects and Programs		Continuing	County-wide	\$92,400,000
County-wide	County Wide	Demand Management		Continuing	County-wide	\$48,000,000
Various	System Wide	Transportation System Management and Operations		Continuing	County-wide	\$45,800,000
<b>Total</b>						<b>\$2,843,617,200</b>

Note: Table B-5 includes projects on the MTP's Designated Regional Transportation System which do not yet have a funding source but for which funds are likely to be available during the twenty-plus year term of the MTP (to year 2035). These projects are the MTP's "fiscally-constrained" projects.

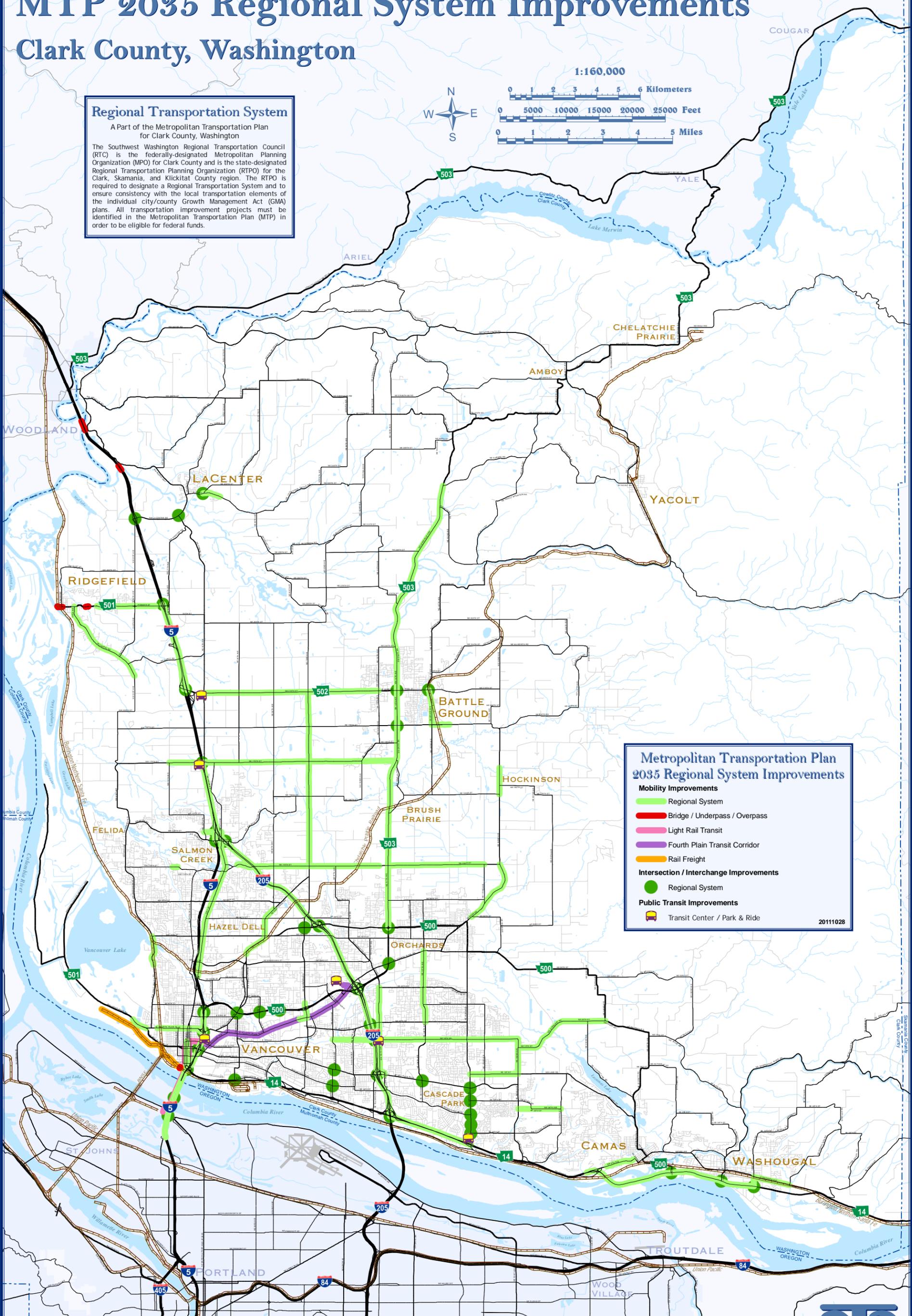
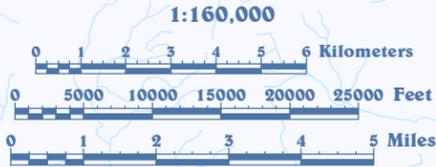
# MTP 2035 Regional System Improvements

## Clark County, Washington

### Regional Transportation System

A Part of the Metropolitan Transportation Plan for Clark County, Washington

The Southwest Washington Regional Transportation Council (RTC) is the federally-designated Metropolitan Planning Organization (MPO) for Clark County and is the state-designated Regional Transportation Planning Organization (RTPO) for the Clark, Skamania, and Klickitat County region. The RTPO is required to designate a Regional Transportation System and to ensure consistency with the local transportation elements of the individual city/county Growth Management Act (GMA) plans. All transportation improvement projects must be identified in the Metropolitan Transportation Plan (MTP) in order to be eligible for federal funds.



### Metropolitan Transportation Plan 2035 Regional System Improvements

- Mobility Improvements**
  - Regional System
  - Bridge / Underpass / Overpass
  - Light Rail Transit
  - Fourth Plain Transit Corridor
  - Rail Freight
- Intersection / Interchange Improvements**
  - Regional System
- Public Transit Improvements**
  - Transit Center / Park & Ride

20111028

