



The Regional Transportation Advisory Committee meeting will be held on **Friday, August 15, 2014**, from **9 a.m. to 11 a.m.**, in the **6th Floor Training Room 679**, Clark County Public Service Center, 1300 Franklin Street, Vancouver, Washington.

A G E N D A

- I. Call to Order and Approval of July 18, 2014 Minutes, Action
- II. TIP Evaluation – Action
- III. Human Services Transportation Plan Update, Discussion*
- IV. 2035 Regional Transportation Plan Update, Discussion
 - A. RTP Project List, Draft Review
 - B. RTP Finance Plan, Background Assumptions
- V. Other Business
 - A. RTAC Members
 - B. RTC Staff
 - a. DRAFT Washington Transportation Plan 2035 (WTP 2035) released for public comment through September 2014
<https://wtp2035.files.wordpress.com/2014/02/wtp-2035-full-report-2014-0731.pdf>
 - b.

**Materials available at meeting*

*Served by C-TRAN Route 3 or 25
If you have special needs, please contact RTC*

20140815_RTAC_Agenda.docx

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**Regional Transportation Advisory Committee (RTAC)
Meeting Minutes
July 18, 2014**

I. Call to Order and Approval of Minutes

The meeting of the Regional Transportation Advisory Committee was called to order on Friday, July 18, 2014, at 9:00 a.m. in the Public Service Center 6th Floor Training Room, 1300 Franklin Street, Vancouver, Washington by Chair, Matt Ransom, RTC Executive Director. Those in attendance follow:

Gary Albrecht	Clark County
Ken Burgstahler	WSDOT
Jennifer Campos	City of Vancouver
Jim Carothers	City of Camas
Rob Charles	City of Washougal
Chuck Green	C-TRAN
Mark Harrington	RTC
Bob Hart	RTC
Mark Herceg	City of Battle Ground
Brian Kast	City of Ridgefield
Colleen Kuhn	Human Services Council
Jon Makler	ODOT
Randy McCaleb	Port of Vancouver
Chris Myers	Metro
Katie Nelson	C-TRAN
Matt Ransom	RTC
Shann Weishaar	RTC
Greg Westrand	Port of Vancouver
Bill Wright	Clark County Public Works

Matt Ransom asked for any changes or corrections to the June 20, 2014, meeting minutes.

KEN BURGSTAHLER, WSDOT, MOVED FOR APPROVAL OF THE JUNE 20, 2014 MEETING MINUTES, AND ROB CHARLES, CITY OF WASHOUGAL, SECONDED THE MOTION. THE MOTION WAS APPROVED.

II. 2014-2017 TIP Amendment: C-TRAN Fourth Plain Bus Rapid Transit, Action

Mark Harrington, RTC, announced that C-TRAN is requesting a TIP Amendment for the Fourth Plain Bus Rapid Transit (BRT) Project. The development phase has already been programmed in the TIP. C-TRAN is requesting to program an additional \$38.3 million in federal Small Starts Funds (Section 5309), \$2.7 million in State dollars, and \$6.9 million in C-TRAN local funds for the right of way and construction. RTC is asking that RTAC members forward a recommendation to the Board to approve the amendment to the TIP for the C-TRAN BRT project. Chuck Green, C-TRAN, noted this would be the first Small Starts Project that C-TRAN has ever done as well as the first Bus Rapid Transit project in the Portland-Vancouver region. This change will program the right of way and construction phases of the Fourth Plain BRT Project, which will allow C-TRAN to

execute a grant agreement with the Federal Transit Administration and secure Small Starts funds. Matt Ransom did mention that this amendment has been found to be within all state and federal requirements.

BRIAN KAST, CITY OF RIDGEFIELD, MOVED THAT THE RTAC COMMITTEE RECOMMEND THE 2014-2017 TIP AMENDMENT: C-TRAN FOURTH PLAIN BUS RAPID TRANSIT BE FORWARDED TO THE RTC BOARD FOR ADOPTION AT THEIR AUGUST 5, 2014 MEETING, AND KATIE NELSON, C-TRAN, SECONDED THE MOTION. THE MOTION WAS UNANIMOUSLY APPROVED.

III. TIB Project Development, Discussion

Matt Ransom, Director, asked RTAC members to discuss what projects they are planning to submit for TIB funding (deadline August 22, 2014). Matt mentioned that RTC can offer a letter of support and also, importantly, RTC can provide a conditional letter of potential federal funding in order to leverage funding. Bill Wright mentioned that TIB has stated if there are no federal dollars on your application you will receive a bonus point because federalized projects add an administrative burden and tend to take longer to expedite. Following is a list of projects agencies would be submitting for TIB funding.

Bryan Kast, City of Ridgefield, mentioned they will possibly be applying for the 65th Ave Project for \$3 Million (arterial update) and a project for sidewalks on Hillhurst Road for about \$250,000.

Bill Wright, Clark County, mentioned they would be submitting applications for NE 99th St/SR-503 intersection. He commented it is being labeled as a County/State partnership project though the State is contributing no dollars. The submittal will be for about \$2-3 Million. Project scope will add lanes to 99th Street both east and west legs of the intersection and a southbound right turn at SR 503; incorporating U-Turns per WSDOT's want to have U-Turn options on the SR503 corridor. The second project for the County will be sidewalk upgrades at the west side of Highway 99 (63rd to 78th Street) hoping for about \$150,000 in TIB funds.

Rob Charles, City of Washougal, indicated they would submit for the S. 32nd Street/Evergreen Way project for \$1.7 Million to widen turn radius and street improvements including bike lanes and a new replacement signal.

Mark Herceg, City of Battle Ground, noted Battle Ground would be submitting for SR-503/SR-502 adding right turn lanes on north, east and west legs and for the SW 20th Ave from SW 6th Street to SW Eaton Blvd., by the new Walmart, and also for the South Parkway project.

Jennifer Campos mentioned the City of Vancouver would not be submitting any projects for TIB funding.

IV. Transportation Project Updates

Matt Ransom, RTC Director, went around the table to get Project Updates from each agency.

C-TRAN: Chuck Green, C-TRAN, started off with the C-TRAN 4th Plain BRT project is at 60 % design plan and will be circulating soon. They are hoping to receive bids in late spring 2015 and operation in the summer of 2016. Katie Nelson, C-TRAN, noted that the Bus Replacement RFP for hybrid vehicles is out and hoping to award in October of this year. They are working on the Andresen Super Stop and hopeful for a mid-August completion. Looking at streamlining about 40 ADA stops throughout Clark County with construction in early August and completion by September. C-TRAN is also working on the design of expanding the Fisher's Landing Park-N-Ride adding an additional 175 to 200 parking spaces; with potential construction completion of September 2016.

CAMAS: Jim Carothers noted they have two road projects; the NW 38th Ave., Phase 2; including multi-modal improvements to NW Parker St. and also the NW Friberg-Strunk St. construction improvements on Goodwin Rd between 202nd and Camas Meadows Dr. This project includes curbing on the north side and upgrading to 3 lanes. He also noted funds have been obligated for the 18th Ave shared use path.

ODOT: Jon Makler talked about the Bi-State Travel Time project's new signs and how they have a much better resolution. He also mentioned that Jason Tell is leaving to go to Parsons Brinkerhoff and Chris Strickler is going to Mackay & Sposito. Matt Ransom asked of the Airport Way project opening status. John had no status but would check. John did mention that EV (Electrical Vehicles) Road Map is having a workshop July 23rd specifically for local agencies about EV's.

RIDGEFIELD: Bryan Kast mentioned their TIB funded project on the 56th Place overlay. The Junction Park & Ride project is under construction including a capacity of 86 stalls; anticipating completion this fall. Also the 10th St. repair project with an overlay. Bryan did update the group that the Port of Ridgefield has their Rail Overpass Phase 2 projects under construction. Working on getting contaminated soils cleaned up. Also working on the Pioneer Street portion of that road.

WSDOT: Ken Burgstahler gave updates on several WSDOT projects. Starting off with the Salmon Creek Interchange Project's ribbon cutting in late August/early September. There is I-5 repaving scheduled for NE 39th Street to 99th St., should be nighttime construction. The Bi-State Travel Time VMS should be live by the end of this year then destination signs will be in 2015. Painting of the North Fork Lewis River Bridge on I-5. The I-205 Mill Plain/18th Street Interchange to add on/off ramps. SR-502 widening from 15th Avenue to Battle Ground, including 4 lanes, median barriers and bike path. SR-503 traveler information VMS project from Fourth Plain to Battle Ground. Also in Klickitat County the Biggs-Rapids Bridge, quite a few chip seal projects throughout Klickitat County including SR14, SR 141 & SR-197, and bridge painting projects on the SR-141 Husum Bridge and SR-97 Biggs Bridge and also at Maryhill adding right turn lanes from the west bound approach.

CITY OF WASHOUGAL: Rob Charles updated the S. 32nd/Evergreen project is the only project they have going now and a sidewalk project on J Street at 34th St.

CITY OF BATTLE GROUND: Mark Herceg mentioned that Battle Ground has several projects in design phase. There is South Parkway Ave. and Phase 2 of Grace Ave. from SW Rasmussen Blvd. to Main St. Working on SW 20th Ave, SW 6th Avenue to Eaton. Also the design will start for

the Chelatchie Rail Trail project. Also the design and construction for 5th Way behind Fred Meyer including extension to SR-503. Battle Ground is looking into a Pavement Preservation Fund; they are meeting with City Council at a study session to talk about a Transportation Benefit District to include either raising the car tabs which would generate a little over \$200,000 a year or going out to a vote for a sales tax increase to generate a little over \$400,000 a year. Matt commented no Clark County jurisdiction currently has a TBD in place because the Ridgefield TBD sunsetted.

METRO: Chris Meyers noted that their 2014 RTP Update was approved by METRO Council; including Title VI, Air Quality Conformity and the first regional Active Transportation Plan. Metro is hoping to finish the Climate Smart Communities project. They also have ITS & TSMO projects, to increase efficiencies of the transportation system using less dollars.

HUMAN SERVICES COUNCIL: Colleen Kuhn; HSC, along with assistance from Lynda David, RTC, is working on updating the Human Services Transportation Plan (HSTP). The updated Plan should come to RTAC in August or September. Matt asked how much funding does HSC receive subject to being identified in the HSTP. Colleen indicated about \$300,000 for Clark County employment transportation program to help low income and special needs individuals get to employment and about \$250,000 for the “Reserve a Ride” program for transportation to life sustaining medical appointments for those that do not qualify for Medicaid or ADA services.

CLARK COUNTY PLANNING: Gary Albrecht noted the Planning Commission is making changes to Concurrency formerly based on corridor travel time speeds and new proposal to be based on volume to capacity ratios. The County’s Capital Facilities Plan update has made it through the Planning Commission and will go before the Board in a work session in July and then for approval in August. The Comp Plan Update has Open Houses scheduled in the months of July and August.

PORT OF VANCOUVER: Greg Westrand updated the group on the West Vancouver Freight Access Project. This project is at the east end of the Port. This project has a \$15 Million federal aid grant from the Federal Railroad Administration. Mr. Westrand provided some photos and updates of the project. This project has a federal completion date of February 2015.

CITY OF VANCOUVER: Jennifer Campos, Planning, reported that for construction they have a signal optimization project on Mill Plain, communications on 162nd, Andresen/Mill Plain/157th. They have several projects under design starting with 137th Ave between 49th and Fourth Plain; SE 1st Street between 162nd and 192nd; 18th Street R.O.W.; Mill Plain alignment project; and the Columbia Way project is at 100% design. The West-side Freight Mobility Study between I-5 and the Port is underway. Also Vancouver in on track for updating the TIP program.

CLARK COUNTY PUBLIC WORKS: Bill Wright, Clark County Transportation, updated the group that the NE 119th Street project bid opening will be next month. They have a pedestrian sidewalk project and a bridge project going out to bid. Some of the key projects will be the Salmon Creek Ave pathway adjacent to WSU; 94th Ave, Padden to 99th St., Improvement. New intersection signal at 47th to County Operations. The high priority NE 10th Ave. project from 154th to 164th and Highway 99 improvements from 99th St. north. There are large amounts of TSO and VAST projects with TSMO type improvements out in the Orchards area with funds to be obligated late this fall for next year’s construction. The traffic responsive management project on Hwy 99/I-5 will upgrade all

the signals on Hwy. 99. This will have more detection to automatically trigger a different timing plan depending on what is happening on I-5. This project has been obligated and going to design.

LA CENTER: Tony Cooper was not able to attend so provided a list that included their top 3 projects. Aspen Avenue at 18th Street LED pedestrian crossing project (TAP Funded). The 4th Street and Pacific Avenue Roundabouts Design (STP-R funding); and the Timmen Road Reconstruction (Clark County Project) (STP-R and/TIB funding).

V. Other Business

A. RTAC Members

B. RTAC Staff

- a. Project Showcase: Matt Ransom, Director, wanted to get RTAC's input on Project Showcase and potential presentation (Before and After studies). There is now a condition of receiving Federal Aid Funds, running thru RTC, requiring Before and After studies. One of the goals of the Before and After Study is to present and have current Showcase (project highlight information) that can be shared with the community that RTC can use to promote the Federal Aid Program. A DRAFT is provided as a prototype put together as an example for agencies to use when preparing their Showcase. Project information will appear on the RTC website under Project Showcase. Matt mentioned to the group that if anyone had a project that they want to Showcase let RTC know.
- b. Matt Ransom, Director, mentioned that STP/CMAQ applications are due electronically to Dale Robins, RTC, by Friday, July 25, 2014. Matt also noted that the accident worksheet has been updated. If you downloaded earlier you need to check to make sure you are using the corrected accident worksheet.
- c. Hazel Dell Area Sidewalks: Administrative Modification approved by the Director. Clark County is amending the construction phase of their project to increase local funds by approximately \$350,000 (total construction cost of \$844,059). Construction costs will increase by 63% but the federal TAP dollars will remain the same. This change was approved by the RTC Executive Director through our Administrative Modifications process. As per RTC policy, RTAC is being notified of the change.
- d. Federal Obligation: As a region we have exceeded our regional obligation target by about \$2-\$3 Million. Agencies are encouraged to continue to deliver the handful of projects programmed in 2014.
- e. CMP Reports: Copies were available at the meeting. The report is also available online on RTC's webpage.

The meeting adjourned at 10:23 a.m. The next meeting will be Friday, August 15, 2014.



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: August 8, 2014
SUBJECT: **Regional Project Evaluation and Prioritization**

INTRODUCTION

The Transportation Improvement Program (TIP) programs and prioritizes regionally significant transportation projects for the Clark County region. The RTC, as the Metropolitan Planning Organization for the region, has selection and programming authority for the Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ) Program, and the Transportation Alternatives Program (TAP). Projects selected under these programs will be combined with projects selected through other selection processes to form the final TIP. The RTC Board of Directors is scheduled to adopt the 2015-2018 TIP at their October meeting, and new projects added to the TIP can be implemented beginning in January 2015.

The current TIP project evaluation and prioritization process will be the basis for project selection and programming of 2018 STP and CMAQ funds. TAP projects will not be selected this year. Projects currently programmed in the 2014-2017 TIP can be carried forward into the 2015-2018 TIP.

The purpose of this memorandum is to seek concurrence with the evaluation and ranking of projects against the regional selection criteria. At the August meeting, RTAC will also be asked to recommend adoption of the evaluation and ranking of projects to the RTC Board of Directors. In addition, RTAC will begin discussion of the selection and programming of projects.

TIP PROJECT SELECTION PROCESS

As adopted, the TIP project selection process includes the following three steps: 1) Project Screening, 2) Evaluation and Ranking by Selection Criteria, and 3) Project Selection and Programming.

1. Project Screening: Projects are reviewed for consistency with the Regional Transportation Plan (RTP), land use plans, air quality goals, and regional screening criteria.

Based on needs identified in the RTP, individual public agencies submit a project application for their priority projects. Projects are then screened by regional screening criteria to ensure eligibility. There were 16 project applications submitted to RTC, including five VAST projects.

Project applications were screened and all projects are considered eligible to compete for STP/CMAQ funding. Although, several projects raise issues of TIP Procedures that will require additional guidance. These issues will be discussed at the August RTAC meeting.

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2. Evaluation and Ranking by Selection Criteria: Each project is evaluated and ranked against a set of selection criteria, which have been adopted by the RTC Board.

Projects have been evaluated by the adopted regional selection criteria. In addition, there were two No Capital/Planning projects that do not fit into the evaluation process. RTC staff has also provided an opportunity for staff from applicant agencies to review the accuracy of the evaluation, prior to the RTAC meeting.

STP-TMA: Based on the evaluation by adopted regional criteria, STP-TMA projects are ranked in the following order:

Proposed STP-TMA Projects

Rank	Agency	Project	Mobility	Mmodal	Safety	ED	Finance	AQ	Total
1	Vancouver	NE 18th St., Four Season to 136th Av.	18	14	21	22	11	7	93
2	Clark County	NE 94th Av., Padden to 99th St.	15	14	20	13	11	10	83
T3	Vancouver	NE 137th Av., 49th St. to Fourth Plain	11	9	17	17	0	9	63
T3	Camas	Brady Rd., NW 16th to NW 25th Av.	4	10	18	13	9	9	63
5	Clark County	NE 119th St., 50th Av. to 72nd Av.	3	11	13	13	9	9	58
6	Battle Ground	SR-502/SR-503 Intersection	14	4	10	19	0	7	54
T7	Battle Ground	S. Parkway, Rasmussen to Eaton	8	7	14	10	6	7	52
T7	Battle Ground	SE Grace Av., Rasmussen to NE 1st	4	10	15	11	6	6	52
9	Battle Ground	SW 20th Av., Scotton to Eaton	3	8	18	13	3	6	51
10	Battle Ground	SW 20th Av., SW 6th to Scotton	3	9	16	13	3	6	50

The following planning projects were not evaluated by the regional criteria, as they are planning or non-capital projects (These projects qualify for STP-TMA funds):

Proposed No Capital - Planning Projects

Agency	Project	Mobility	Mmodal	Safety	ED	Finance	AQ	Total	
RTC	UPWP	No Capital - Planning Project							
RTC	VAST Coordination and Management	No Capital - Planning Project							

STP-Rural: Based on the evaluation by regional criteria, STP-Rural projects are ranked in the following order:

Proposed STP-Rural Projects

Rank	Agency	Project	Need	Safety	RC	ED	Finance	Total
T1	Clark County	Carty Rd., NE 10th Av. to Hillhurst	14	22	16	5	19	76
T1	La Center	Pacific Highway/4th St. Roundabout	15	20	12	10	19	76

CMAQ: For CMAQ funding, air quality points are tripled to determine the rank order. Based on the evaluation, CMAQ projects are ranked in the following order:

Proposed CMAQ Projects

Rank	Agency	Project	Mobility	Mmodal	Safety	ED	Finance	AQ	Total
1	Multiple	VAST 2014	20	13	14	18	6	30	101
2	C-TRAN	(4-5) 29'-40' Hybrid Buses	13	10	5	8	11	20	67

This ranking of potential projects for 2018 funding as listed completed the second of the three step TIP development process. The request before RTAC will be to concur with the evaluation and ranking of projects based on regional selection criteria. RTAC's recommendation of the evaluation and ranking of projects will be taken to the RTC Board of Directors.

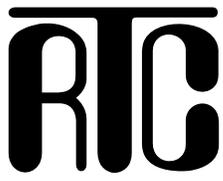
3. Project Selection and Programming: Projects are programmed for funding utilizing the project information generated by the project evaluation and ranking.

RTC staff will be prepared at the August RTAC meeting with a proposed STP/CMAQ programming recommendation for RTAC discussion, which can be presented following the recommendation on ranking projections. A recommendation on the selection and programming of projects will occur at the September RTAC meeting.

STIP DATABASE

RTC will need all agencies to rollover and add additional regional significant projects into the 2015 STIP database by August 29, 2014. Agencies should include projects that are proposed for programming in this submittal.

Attachment



RTC Selection Criteria

Transportation Improvement Program

Project Screening Criteria

1. Is the project consistent with Metropolitan Transportation Plan (MTP), Local Comprehensive Plans, and Congestion Management Process? *(Road and transit projects that add capacity must be listed in the MTP)*
2. If a road project, is the facility federally classified as an urban collector/rural minor arterial or above?
3. Is the project an improvement project, rather than a maintenance project?
4. Does the request for STP/CMAQ funds exceed the regional cost limitation of \$2,000,000 per mile?
5. Is the project ready to proceed and has a reasonable timeline for implementation?
6. If an operational improvement, does the project follow TSMO guidance?

Summary of Needs Criteria

<u>Evaluation Criteria</u>	<u>Weight</u>
Mobility	20
Multimodal/Operations	15
Safety	25
Economic Development	25
Financial/Implementation	15
Sustainability/Air Quality	<u>10</u>
	110

Mobility 20 Maximum

Existing Peak Hour Condition	0-8
<ul style="list-style-type: none"> • V/C Ratio 0.9 or greater/Less than 60% of Posted Speed • V/C Ratio 0.8 to 0.89/60-64% of Posted Speed • V/C Ratio 0.7 to 0.79/65-69% of Posted Speed • V/C Ratio 0.5 to 0.69/70-74% of Posted Speed • Transit (Unless corridor can be identified) 	8 6 4 2 5
Peak Hour Condition (6 yr. Model)	0-4
<ul style="list-style-type: none"> • V/C Ratio Reduced 0.2 or more • V/C Ratio Reduced 0.1 • V/C Ratio Reduced 0.05 • Modeled Speed Improvement 	4 2 1 1-4
Congestion Management Process	0-4
<ul style="list-style-type: none"> • On CMP Network • Project Addresses CMP Concern 	1 3
Network Development	0-4
<ul style="list-style-type: none"> • Extends Improvements • Completes Gap • Completes Corridor • New Network Connection • Improves Parallel Corridor 	1-2 2-3 3-4 0-4 0-2

Truck Route	0-3
• T3-T1	1-3
• Trucks 4% or Greater in Peak Hour	1

Benefit Weighted by Existing Peak Hour Volume	0-3
• 1,501+ Vehicles	3
• 901-1,500 Vehicles	2

Multimodal/Operations ***15 Maximum***

Operational Improvements	0-8
• Signal integration/upgrade	2
• Data Collection (Volume, speed, occupancy, classification)	2
• Traffic Surveillance	2
• Communication Infrastructure	2
• Variable message signage	2
• Traveler Information	2
• Access Management	2
• Smart Transit Management/Transit Signal Priority	2

Multimodal	0-10
• Transit Expansion	0-8
• Peak Hour Transit Buses (1 point per 2 Buses)	0-5
• Transit Replacement	0-3
• Exclusive Transit Lanes (Transit Only, BAT Lanes, etc.)	2-8
• Transit Amenities (Shelter, Bus-Pullout)	0-2
• Park and Ride Construction	5-8
• Carpool/Vanpool	1-3
• Improve Non-Motorized Access to Park and Ride/Transit	1-2
• Extends or Completes gap in Bicycle Route	1-3
• Construct 10-foot separated path or two 5-foot striped bicycle lanes	2
• Sidewalks (Both Sides)	1-2
• Sidewalks wider than 5' and/or Planter Strip (3' minimum)	1-3
• Improves Transit Speed/Reliability	1-3

Safety ***25 Maximum***

Correctable Accident History	0-10
• Sliding Scale	0-10

Other Safety	0-6
• Public Transit Safety	2
• Pedestrian Safety (Wider sidewalk/buffer)	2
• Bicycle Safety (striped lanes/separated path)	2
• Improves Intersection identified in Safety Management Assessment	2
• Other Safety Improvement consistent with State Target Zero	2

Existing Conditions	0-6
• Pavement Widths (Deviation from standards)	0-2
• Shoulder Widths (1 pt. per 2 feet less than 6')	0-3
• No Center Turn lane/Pocket (Project must correct)	1

Provides Access Management	0-6
• Add Non-Traversable Median greater than 50% of project length	3
• Add C-Curb at Intersections or less than 50% of project length	2
• Close Minor Intersections	1
• Reduce Access Points	2
• Eliminate Existing At-Grade Crossing	2

Economic Development **25 Maximum**

Employment Growth	0-12
• Retail Employment Growth (Regional Model-Select Link)	0-5
• Other Employment Growth (Regional Model-Select Link)	0-7
Provide or Improves Access to Existing Employment and CTR Employers	0-8
• Existing Employment (Regional Model-Select Link)	0-8
Freight Generator	0-5
• Improves Access	1-3
• Creates Access	4-5
Private Partner Funds	0-5
• 1 Point per 2%	

Financial/Implementation **15 Maximum**

Lead Agency Funds	0-3
• 1 Point per 5%	
Overmatch Funding	0-6
• 1 Point per 5% Above Minimum Local Match	
Previously Completed Work (Prior to application deadline)	0-6
• Environmental Permits Approved	2
• PS&E Package Complete	2
• Right of Way Acquisition Complete	2

Sustainability/Air Quality **10 Maximum**

Air Quality Benefit	0-10
• TCM Tools (Reduction of CO and VOC)	0-10
Sustainability Measures	0-10
• Adopted Agency Sustainability Policy	1
• Install LED Street Lights	1
• Install LED Traffic Signals	1
• Eliminate Water Detention Through Low Impact Development	1-2
• Hardscaping or Climate Appropriate Plantings	1
• Reuse of Pavement	1-2
• Reuse of other Materials	1-2



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Lynda David
DATE: August 8, 2014
SUBJECT: **2035 Regional Transportation Plan Update: RTP Project List, Draft Review**

INTRODUCTION

The long-range Regional Transportation Plan (RTP) for Clark County is being updated in 2014 to comply with federal requirements and to ensure continued consistency between federal, state, regional and local plans. RTAC will be updated on the status of the RTP work in progress with particular emphasis on the draft RTP project list and on the RTP's Financial Plan. This Memo addresses the draft list of RTP projects. RTAC review of the attached lists is requested.

DESIGNATED REGIONAL TRANSPORTATION SYSTEM

It is the Designated Regional Transportation System that is the focus of the RTP. Planning standards for Washington State's regional transportation planning program requires that the designated RTP regional transportation system include:

- 1) All state transportation facilities and services (including highways, state-owned park-and-ride lots).
- 2) All local freeways, expressways, and principal arterials (the definition of principal arterials can be the same as used for federal classification or be regionally determined).
- 3) All high-capacity transit systems (any express-oriented transit service operating on an exclusive right-of-way including high occupancy vehicle (HOV) lanes).
- 4) All other transportation facilities and services, including airports, transit services and facilities, roadways, rail facilities, marine transportation facilities (etc.) that the RTPO considers necessary to complete the regional plan and to illustrate regional intermodal connections.
- 5) Any transportation facility or service that regional need or impact places in the Plan, as determined by the RTPO.

The current map is attached with this Memo. Highway system segments included in the Designated Regional Transportation System are shown in red on the map.

RTP: 2035 PRELIMINARY PROJECT LIST

The RTP and State Growth Management planning processes require that the Metropolitan Planning Organization (MPO) work with local planning partners to identify transportation projects to be included in the “fiscally constrained” RTP. The Growth Management Act also requires that there be consistency of project lists between state, regional and local plans.

A major task in this 2014 RTP update is to incorporate projects included in the latest versions of local Capital Facilities Plans and to ensure the RTP continues to be aligned with Washington State’s transportation plans such as the Washington Transportation Plan (WTP 2030, adopted in December 2010), Highway System Plan 2007-2026 (November 2007) and Target Zero: Strategic Highway Safety Plan (December 2013).

Over the past few weeks, RTC staff has worked with RTAC local partners to compile a preliminary list of RTP projects from the local jurisdictions’ Capital Facilities Plans and Transportation Improvement Programs, and from WSDOT and C-TRAN plans. Projects must be identified in the Regional Transportation Plan before they can be programmed for federal funding in the Transportation Improvement Program. Below is a listing of criteria used to determine projects to identify and list in the RTP:

Criteria for Listing Projects in RTP:

- Purpose and need for identified transportation project (e.g. safety, capacity, urban upgrade, system management, demand management, preservation)
- Projects identified by state or local jurisdictions and transportation agencies in state plans, transit plans, local Capital Facilities Plans, local Transportation Improvement Programs and/or local Traffic Impact Fee project lists.
- Fiscally-constrained projects
- Projects that could be constructed/implemented within the 20-year RTP timeframe (*funding contingent*)

The RTP’s primary focus is on regional transportation system projects, though local projects also have to be identified for inclusion in the regional travel forecast model and for transportation financial planning purposes.

Draft RTP Project List: Review Requested

Attached with this Memo are five draft RTP project lists for RTAC review:

1. Projects Completed Since 2011 RTP
2. Fully Funded Projects
3. Regional Projects to be Identified in the 2014 RTP update
4. Local Projects to be Identified in the 2014 RTP update
5. Projects Deleted/Omitted by Jurisdiction: differences between 2011 MTP and 2014 RTP

Additional explanation is provided below:

1. Projects Completed Since 2011 RTP

Since adoption of the last RTP update in December 2011, several significant regional transportation system capital improvement projects have been completed or have proceeded to design and construction. Many of the major regional transportation projects have received funding through the state's "Nickel" and Partnership packages. Significant projects completed since 2011 include: the SR-500/St. John's Interchange Project, the SR-14 Camas-Washougal Widening and Interchange Project and the Salmon Creek Interchange Project (opening this fall). Projects completed since the last MTP update in 2011 are accounted for and will be deleted from the RTP project list with the 2014 RTP update. These completed projects amount to over \$293 million in project costs.

2. Fully Funded Projects

Some projects listed in the RTP (2011) are now fully committed and funded and these amount to over \$172 million in project cost estimates and include significant projects such as widening of SR-502 from I-5 to Battle Ground, already underway, and the south half of the I-205/18th Street Interchange to go to construction in 2015.

3. Regional Projects to be Identified in the 2014 RTP update

As explained earlier in the Memo, it is the regional transportation system on which the RTP focuses. This list includes projects that are part of the RTP's Designated Regional Transportation System.

4. Local Projects to be Identified in the 2014 RTP update

As previously stated, local projects also have to be identified in the RTP to ensure consideration in the regional travel forecast model and for transportation financial planning purposes.

5. Projects Deleted/Omitted by Jurisdiction: differences between 2011 MTP and 2014 RTP

The list of projects deleted or omitted by jurisdiction reveals key differences between the 2011 RTP and the draft 2014 RTP. These are projects that are either redundant or which jurisdictions feel they can no longer fund within the 20 year timeframe. While the list of these deleted/omitted projects will not be identified in the 2014 update to the RTP, it is interesting to note the changes jurisdictions are making in their Capital Facilities Plans.

The table below provides a summary of comparisons between the RTP project list included in the Plan adopted in December 2011 and the draft RTP project lists to be included in the 2014 RTP update):

COMPARISON OF RTP PROJECT LISTS: RTP 2011 vs Draft RTP 2014 (DRAFT; July 29, 2014)

	RTP 2011 (adopted Dec. 2011)		RTP 2014 (Draft, 7/29/14)
Regional Projects Completed Since 2007 RTP	\$ 338,354,000	Regional Projects Completed Since 2011 RTP	\$ 236,494,471
Local Projects Completed Since 2007 RTP	\$ 59,158,158	Local Projects Completed Since 2011 RTP	\$ 56,801,516
Regional & Local Projects Completed Since 2007 RTP	\$ 397,512,158	Regional & Local Projects Completed Since 2011 RTP	\$ 293,295,987
		<i>In addition, WSDOT has completed or obligated 13 TSMO/ATIS projects at a total cost of \$8,391,236</i>	
	RTP 2011 (adopted Dec. 2011)		RTP 2014 (Draft, 7/29/14)
Fully Funded Projects (Regional)	\$ 448,587,000		\$ 165,972,780
Fully Funded Projects (Local)	\$ 28,024,000		\$ 6,041,706
Fully Funded Projects (Regional and Local)	\$ 476,611,000		\$ 172,014,486
RTP Projects (Regional)	\$ 2,843,617,200		\$ 1,851,937,883
RTP Projects (Local)	\$ 1,073,703,930		\$ 954,275,008
RTP Projects (Regional and Local)	\$ 3,917,321,130		\$ 2,806,212,891
Projects Deleted/Omitted (between RTP 2011 and RTP 2014)	N/A		\$ 1,197,434,800

NEXT STEPS

RTC staff will continue to work with local jurisdictions and partner agencies to complete the updated regional travel forecast model and analysis of system performance and to refine transportation solutions to be incorporated into the fiscally constrained RTP update. Once again, RTAC members are asked to review the draft project listings with the understanding that projects must be identified in the Regional Transportation Plan (RTP) before they can be programmed for federal funding in RTC's Transportation Improvement Program (TIP). RTAC members are asked to call Lynda David, 360-397-6067 ext. 5205, Lynda.David@rtc.wa.gov, if any changes are needed to the draft RTP project listings. RTC staff will report back on RTP progress at the September RTAC meeting.

Attachments: Map of MTP Designated Regional Transportation System (December, 2011)
Draft RTP Project List Worksheets

**2014 RTP: Draft List of RTP Projects Completed Since 2011 RTP
or will be completed before 2014 RTP adoption; (DRAFT; August 8, 2014)**

NOTE: Local Projects descriptions are italicized

Facility	Cross Streets	Project Description	Pre-Project Condition	Year of Completion	Jurisdiction/ Agency	Project Cost
REGIONAL PROJECTS:						
I-5	The Salmon Creek Interchange Project (SCIP) at 134th/139th Street	Construct NE 139th St. from NE 20th Ave. to NE 10th Ave. Rebuild interchange with ramps added at 139th St. Auxiliary lanes I-205 to 179th St. NE 10th Ave. Improve NE 10th Ave. from 134th to 149th St. with turn lanes	Interchange	Dec. 2014	WSDOT/ Clark Co	\$111,000,000
SR-14	NW 6th Av. to 6th St.	Widen to 2 lanes each direction with split diamond interchange at Union St. and 2nd St.	1 lane each direction	2012	WSDOT	\$48,656,174
SR-500	St. Johns Interchange	New Interchange	Intersection	2012	WSDOT	\$45,114,251
SR-500	at SR-503/Fourth Plain	Construct turn lanes	Intersection	2011	WSDOT	\$622,843
SR-503	SR 503/Gabriel Road - Safety	Improve Intersection	Intersection	2012	WSDOT/Clark Co	\$120,131
119th Street	NE 50th Avenue Intersection	1 lane ea. direction, w/turn lanes	1 lane each direction	2013	Clark County	\$4,300,000
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	2013	Battle Ground	\$3,843,000
NW Goodwin	Friberg to Camas Meadows Dr.	1 lane ea. direction, w/turn lane	1 lane each direction	2014	Camas	\$1,000,000
SR-501 Deceleration Lane	SR-501 and NW 26th Street	Add deceleration lane on north side of SR-501	1 lane each direction	2013	Port of Vancouver	\$1,000,000
I-5/SR 501 Interchange Phase 2	56th Ave and 65th Ave	2-lane Roundabouts	N/A	2012	Ridgefield	\$4,088,072
E. Mill Plain	136th Ave. Intersection	Intersection improvement	Substandard	2012	Vancouver	\$2,500,000
138th Avenue	28th Street to 49th Street	1 lane ea. direction, w CTL and access management	1 lane each direction	2013	Vancouver	\$8,000,000
SE 20th Street	192nd Ave. to Camas City Limits	New urban minor arterial roadway	No Street	2013	Vancouver	\$1,750,000
164th Avenue	SE 1st to SE 34th St	Reconstruct intersections to improve traffic flow	Unimproved intersections	2013	Vancouver	\$4,500,000
32nd Street	SR-14 to Evergreen Way	Widen to 3 lanes - striping only	Completed	2007	Washougal	

Facility	Cross Streets	Project Description	Pre-Project Condition	Year of Completion	Jurisdiction/ Agency	Project Cost
LOCAL PROJECTS:						
NE 88th Street	Highway 99 to St. Johns Road	1 lane ea. direction, w/turn lane	1 lane each direction	2013	Clark County	\$17,524,000
NE 10th Avenue	NE 141st St. to NE 149th Street	1 lane ea. direction, w/turn lane	1 lane each direction	2013	Clark County	\$4,050,000
SR-503 and SW Scotton Way		Add east and west intersection legs and signalize	Eastbound right-in/right-out	2012	Battle Ground	\$500,000
NW 38th Av	Armstrong to Astor	1 lane each direction w/ turn lane, bike and pedestrian	1 lane each direction	2016-2022 2013	Camas	\$11,310,000
NW Friberg/ Strunk St	SE 1st St to Goodwin	1 lane ea. direction, w/turn lane	1 lane each direction	2014	Camas	\$5,000,000
Jefferson Street/Grant Street	8th St. to Railroad Ave.	Reconstruct and grade separate	1.5 lane each direction	2013	Vancouver	\$10,000,000
9th Street	I-205 to NE 136th Avenue	Close gaps and complete corridor	Unconnected street system	2012	Vancouver	\$4,417,516
Esther Street	At RR Tracks	Railroad Undercrossing, new road	None	2014	Vancouver	\$4,000,000

COMPLETED SINCE 2011 RTP: TOTAL (Regional and Local Projects)

\$293,295,987

In addition, WSDOT has completed or obligated 13 Transportation System Management and Operations / Advanced Traveler Information System projects at a total cost of \$8,391,236

2014 RTP: Draft List of RTP Fully Funded Projects; (DRAFT; August 8, 2014)

NOTE: Local Projects descriptions are italicized

Facility	Cross Streets	Project Description	Pre-Project Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost Estimate
REGIONAL PROJECTS:						
I-205	I-205/Mill Plain Interchange to NE 18th St - Build Interchange - Stage 2	18th St. Ramps/Frontage Road between Mill Plain and 18th Streets	No interchange at 18th/28th	2016	WSDOT	\$62,244,724
SR-502	NE 10th Avenue to Battle Ground	2 lanes each direction	1 lane each direction	2016	WSDOT	\$84,580,056
119th Street	72nd Avenue to 87th Av.	2 lanes ea. Direction	1 lane each direction	2016	Clark County	\$14,648,000
Mill Plain Blvd	104th/105th Intersection	Intersection offset removal	offset intersection north/south of Mill Plain	2015-2025	Vancouver	\$4,500,000
LOCAL PROJECTS:						
<i>82nd Av./Thurston Way</i>	<i>Van Mall Drive to NE 54th Street</i>	<i>Urban upgrade to standard</i>	<i>Substandard</i>	<i>2014-2020</i>	<i>Vancouver</i>	<i>\$2,000,000</i>
<i>Parkway Dr Extension</i>	<i>72nd to 77th Av</i>	<i>Gap completion, urban collector</i>	<i>Unconnected street system</i>	<i>2014-2020</i>	<i>Vancouver</i>	<i>\$1,541,706</i>
<i>Vancouver Mall Dr.Extension</i>	<i>Andresen Road to 66th Avenue</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None</i>	<i>2014-2020</i>	<i>Vancouver</i>	<i>\$2,500,000</i>

2014 RTP: FULLY FUNDED PROJECTS TOTAL (Regional and Local Projects)

\$172,014,486

RTP REGIONAL PROJECTS to be identified in 2014 RTP (DRAFT; August 8, 2014)

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
REGIONAL PROJECTS:						
I-5	I-5/Victory Blvd. to SR 500 - Improve Mobility	Replace I-5 Bridge over Columbia River	3 lanes each direction	2025-2035	WSDOT	\$3,300,000,000
I-205	Salmon Creek Interchange Phase II	Construct SB Flyover Ramp & Widen 134th St. including the structure over I-205		2025-2035	WSDOT	\$42,000,000
I-5	319th Street Interchange	Reconstruct Interchange	Interchange	2015-2021	WSDOT	\$40,000,000
I-5	179th Street Interchange	Reconstruct Interchange	Interchange	2025-2035	WSDOT	\$50,000,000
I-5/SR-500	SR 500	Construct Direct Connection	Partial Interchange	2025-2035	WSDOT	\$140,000,000
I-5	East Fork Lewis River Bridge	Replace Bridge Structure	Bridge	2025-2035	WSDOT	\$50,000,000
I-205	I-205/SR 500 - SB Merge Improvement	Operational Improvement for SR 500 to I-205 SB Merge		2015 - 2021		\$1,600,000
I-205	I-205/SR 500 - Construct WB to SB Flyover Ramp	Construct WB to SB Flyover Ramp	Interchange	2025-2035	WSDOT	\$33,000,000
I-205	I-205/Padden Parkway Interchange - Reconstruct I/C	Widen Padden Parkway & Construct Direct Connection to 72nd	Interchange	2025-2035	WSDOT	\$30,000,000
I-205	I-205/SR 500 to Padden Parkway - Add Lanes	Add Lanes NB and SB	2 lanes each direction	2021-2024	WSDOT	\$30,000,000
I-205	I-205/Mill Plain to SR 500 - Add Lanes	Add Auxiliary Lanes NB and SB		2021 - 2024		\$23,000,000
SR-14	I-205 to 164th Avenue	Add lane EB & WB, Modify NB I-205 to SR 14 Ramp, which includes Bridge Ramp Widening	2 lanes each direction	2021-2024	WSDOT	\$38,000,000
SR-14	West Camas Slough Bridge	Construct WB Bridge, widening to four lanes	1 lane each direction	2012-2024	WSDOT	\$32,000,000
SR-14	2nd Street to 32nd Street	Add lanes and construct interchanges (for safety and capacity)	1 lane each direction with intersections	2025-2035	WSDOT	\$100,000,000
SR-500	42nd and 54th Avenue	Remove At-Grade I/S's; Construct Bridge over SR 500 @ 42nd Ave. & Construct I/C at 54th Ave.	Intersection	2021-2024	WSDOT	\$80,000,000

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
SR 500	SR 500/I-205 to 112th Ave - Add WB Auxiliary Lane	Extend WB On Ramp Lane to Reduce Weaving		2025 - 2035	WSDOT	\$ 2,000,000
SR 500	SR 500/SR 503/ Fourth Plain	Grade Separation	Intersection	2025-2035	WSDOT	\$59,000,000
SR 502/ SR 503	at SR-502	Add Right Turn Lanes	Intersection	2021-2024	WSDOT/Battle Ground	\$2,100,000
SR 503	SR 503/Caples Rd to Battle Ground - Install Median Barrier	Install Median Barrier		2025 - 2035		\$ 10,000,000
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
Administration, Operations, and Maintenance Facility	65th Street & 18th Street	Expansion/ redevelopment	Current facility is 20 years old and over capacity	2026-2027	C-TRAN	\$11,363,000
Bus Rapid Transit Improvements	Fourth Plain	Develop and construct BRT project	N/A	2015-2016	C-TRAN	\$53,404,002
Bus Rapid Transit Coach Replacement	Fourth Plain	Bus Rapid Transit Coaches	N/A	2035	C-TRAN	\$1,035,131
18th Street Park & Ride	I-205/18th Interchange	Relocation of existing Evergreen Park & Ride	Current park and ride lacks visibility and easy access to I-205, relocation will support service improvements	2029-2030	C-TRAN	\$14,600,000
Fleet Replacement and Expansion	System Wide	Purchase replacement and expansion vehicles for fixed route, paratransit, and vanpool service	Continue ongoing program	2014-2035	C-TRAN	\$85,858,000
Major Fleet Component Maintenance	System Wide	Major Engine Component Replacements		2014-2035	C-TRAN	\$2,875,000
Passenger Amenities	System Wide	Improvements/amenities at bus stops, and transit centers - new and existing; Also equipment on board buses	Continue ongoing program	2014-2035	C-TRAN	\$25,875,000
Maintenance & Support Vehicles			Continue ongoing program	2014-2035	C-TRAN	\$2,530,000
Facility Capital Maintenance			Continue ongoing program	2014-2035	C-TRAN	\$14,835,000
Office Equipment/Computer Systems/Printers			Continue ongoing program	2014-2035	C-TRAN	\$6,468,750

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
Miscellaneous Capital Repair & Replacement			Continue ongoing program	2014-2035	C-TRAN	\$5,750,000
119th Street	87th Avenue to 112th Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2025-2035	Clark County	\$26,200,000
119th Street	NE 50th Avenue to 72nd Avenue	1 lane ea. direction, w/turn lane	1 lane each direction	2017	Clark County	\$8,239,000
179th Street	Delfel Rd to NE 15th Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2020-2025	Clark County/WSDOT	\$15,000,000
Andresen	Padden Parkway	Interim upgrade	Intersection	2025-2035	Clark County	\$15,000,000
Highway 99	NE 99th Street to NE 107th Street	2 lanes ea. direction, w/turn lane	2 lanes each direction	2017 - 2025	Clark County	\$8,800,000
Salmon Creek Avenue	WSU Entrance to NE 50th Avenue	1 lane ea. direction, w/turn lane	1 lane each direction	2020-2035	Clark County	\$12,100,000
NE 72nd Avenue	NE 122nd to NE 219th St	Spot capacity improvements	1 lane each direction	2030-2035	Clark County	\$30,000,000
NE 99th Street	SR 503	Intersection improvements	Intersection	2016	Clark County	\$2,300,000
NE 182nd Avenue	SR 502	Intersection improvements	Intersection	2020-2025	Clark County	\$1,000,000
NE 179th Street	NE 29th Avenue or NE 50th Ave	Intersection improvements	Intersection	2020-2025	Clark County	\$5,000,000
Signalized Intersections	Various locations	TSMO upgrades	Intersection	2015-2035	Clark County	\$6,000,000
NE Ward Rd.	NE 88th Street to NE 172nd Ave	2 lanes ea. direction	1 lane each direction	2020-2035	Clark County	\$9,700,000
Padden Parkway	SR-503	Add Interchange	Intersection	2017-2035	WSDOT	See WSDOT section
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	E Main St to SE Rasmussen Blvd	1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities	1 lane each direction	2017	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	2015	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	2015	Battle Ground	\$250,000

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
NE 179th Street	NE 112th Avenue to SR 503	Construct urban minor arterial with bike lanes and sidewalks	none	2024-2033	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 1lane each direction, parially 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
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
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	2015-2018	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

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
Pioneer St (SR 501)	Rieman 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/ Port of Ridgefield	\$10,452,000
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	2025-2035	Vancouver	\$5,000,000
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	Four Seasons Ln to 138th Avenue	2 lanes ea. Direction, w/median/turn lane	1 lane each direction	2015-2025	Vancouver	\$16,000,000
18th Street	162nd Avenue to 192nd Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2025-2035	Vancouver	\$12,000,000
18th Street	97th Avenue to NE 138th Avenue	2 lanes ea. direction, w/turn lane		2020-2030	Vancouver	\$12,000,000
18th Street	138th Avenue to 162nd Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2025-2035	Vancouver	\$15,000,000
18th Street	87th Avenue to 97th Avenue	Extend existing street 1 lane ea. direction, w/turn lane	No street	2025-2035	Vancouver	\$9,000,000
192nd Avenue	SE 1st Street to NE 18th Street	2 lanes ea. direction, w/turn pockets	1 lane each direction	2025-2035	Vancouver	\$7,000,000
Fourth Plain	I-5 to Railroad Bridge	Corridor improvements with targeted widening for capacity	1 lane each direction with center turn lane	2025-2035	Vancouver	\$15,000,000
Fourth Plain Boulevard/ Andresen	Intersection Influence Area	Reconstruct Fourth Plain in vicinity of 65th/66th Avenue to Andresen		2025-2035	Vancouver	\$5,000,000
Fruit Valley Rd	Whitney to 78th Street	1 lane ea. direction, w/turn lane	1 lane each direction	2025-2035	Vancouver	\$28,000,000
Lieser Road/ NE 87th Avenue	Lieser to E 5th St	Intersection improvement	Offset intersection	2025-2035	Vancouver	\$7,500,000
Main Street	5th Street to McLoughlin	Reconstruct from 5th to 16th	One-way street	2025-2035	Vancouver	\$11,800,000
NE 28th Street	142nd Avenue to 162nd Avenue	1 lane ea. direction, w/turn lane	1 lane each direction	2025-2035	Vancouver	\$6,000,000

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
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 5th Street	Blandford to East Reserve	Upgrade to 3-lane Modified Collector	1 lane each direction	2025-2035	Vancouver	\$1,200,000
Main Street	39th St. Intersection	Intersection capacity and operational upgrade	substandard lane width, inadequate storage, inadequate turn lanes	2025-2035	Vancouver	\$3,500,000
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)	\$42,800,000
Evergreen @ 32nd Street	Intersection Influence Area	Intersection reconstruct including radius and turn lanes		2011-2017	Washougal	\$1,680,000
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

RTP REGIONAL PROJECTS to be identified in 2014 RTP: TOTAL (Regional Projects)

\$1,851,937,883

RTP LOCAL PROJECTS to be identified in 2014 RTP (DRAFT; August 8, 2014)

NOTE: Local Projects descriptions are italicized

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
LOCAL PROJECTS:						
<i>Bridges and Misc. Projects</i>	<i>Various locations</i>			<i>2015-2035</i>	<i>Clark County</i>	<i>\$50,000,000</i>
<i>Intersection Improvements</i>	<i>Various locations</i>			<i>2015-2035</i>	<i>Clark County</i>	<i>\$15,000,000</i>
<i>Misc. Road Improvements w/ regional benefit</i>	<i>Various locations</i>			<i>2012-2035</i>	<i>Clark County</i>	<i>\$25,000,000</i>
<i>NE 10th Avenue</i>	<i>154th to 164th Street</i>	<i>1 lane ea. direction, w/ turn lane at intersections; bridge</i>	<i>1 lane each direction</i>	<i>2016-2018</i>	<i>Clark County</i>	<i>\$23,695,000</i>
<i>NE 10th Avenue</i>	<i>154th to 164th Street</i>	<i>1 lane each direction, 3R upgrade</i>	<i>1 lane each direction</i>	<i>2017</i>	<i>Clark County</i>	<i>\$2,100,000</i>
<i>NE 15th Avenue</i>	<i>179th Street to NE 10th Avenue</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None</i>	<i>2015-2035</i>	<i>Clark County</i>	<i>\$7,000,000</i>
<i>NE 94th Avenue</i>	<i>Padden Parkway to NE 99th Street</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane/none</i>	<i>2015-2016</i>	<i>Clark County</i>	<i>\$4,269,000</i>
<i>NE 99th Street</i>	<i>94th to 117th Av.</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None/1 lane</i>	<i>2018-2020</i>	<i>Clark County</i>	<i>\$9,176,000</i>
<i>Various</i>	<i>Various locations</i>	<i>Urban road development</i>	<i>unimproved</i>	<i>2017-2035</i>	<i>Clark County</i>	<i>\$25,000,000</i>
<i>Heisson Rd/NE 10th St</i>	<i>NE Grace Avenue to East City Limits</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>	<i>1 lane each direction</i>	<i>2024-2033</i>	<i>Battle Ground</i>	<i>\$781,000</i>
<i>N Parkway Ave</i>	<i>Onsdorff to NE 244th St</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>	<i>1 lane each direction</i>	<i>2019-2023</i>	<i>Battle Ground</i>	<i>\$1,649,000</i>
<i>NE 112th Ave</i>	<i>NE 244th to NE 239th St</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>	<i>1 lane each direction</i>	<i>2024-2033</i>	<i>Battle Ground</i>	<i>\$550,000</i>
<i>NE 112th Ave</i>	<i>NE 199th to NE 189th St</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>	<i>1 lane each direction</i>	<i>2024-2033</i>	<i>Battle Ground</i>	<i>\$760,000</i>
<i>S Parkway Avenue</i>	<i>NE 199th to NE 179th St</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>	<i>1 lane each direction, does not exist</i>	<i>2024-2033</i>	<i>Battle Ground</i>	<i>\$2,400,000</i>
<i>NE 189th Street</i>	<i>NE 112th Ave to SR-503</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>	<i>1 lane each direction</i>	<i>2024-2033</i>	<i>Battle Ground</i>	<i>\$930,000</i>
<i>SW Eaton Blvd</i>	<i>SW 20th Ave to SR-503</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>	<i>1 lane each direction</i>	<i>2019-2023</i>	<i>Battle Ground</i>	<i>\$900,000</i>
<i>NE 1st Street</i>	<i>N Parkway to Grace</i>	<i>Widen road lanes, w pedestrian facilities</i>	<i>1 lane each direction</i>	<i>2014-2018</i>	<i>Battle Ground</i>	<i>\$770,000</i>

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
NW 25th St	SR-503 to N Parkway Ave	1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities	1 lane each direction	2019-2023	Battle Ground	\$1,953,000
NE 25th St	N Parkway Ave to NE Grace Ave	New urban collector with bike lanes and sidewalks	does not exist	2019-2023	Battle Ground	\$1,875,000
NW 25th St	NE 112th Ave to SR-503	1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities	1 lane each direction	2024-2033	Battle Ground	\$887,000
NE Onsdorff Blvd	N Parkway Ave to NE Grace Ave	New urban collector with bike lanes and sidewalks	does not exist	2019-2023	Battle Ground	\$1,910,000
NW 20th Ave	SR-502 to Onsdorff	1 lane ea. direction, w bicycle and pedestrian facilities	1 lane each direction, some turn lane	2014-2018	Battle Ground	\$2,670,000
NW Onsdorff Blvd	NE 239th St to NE 20th Av	New urban collector with bike lanes and sidewalks	partially fully built, portion does not exist	2014-2018	Battle Ground	\$2,717,000
S Parkway Avenue	S Rasmussen Blvd to S Eaton Blvd	1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities	1 lane each direction	2014-2018	Battle Ground	\$3,400,000
SE 1st Street	S Parkway to Grace	Widen road lanes, w pedestrian facilities	1 lane each direction	2014-2018	Battle Ground	\$822,000
SE Scotton Way	S Parkway Ave to SE Grace Ave	1 lane ea. direction, w bicycle and pedestrian facilities	does not exist	2014-2018	Battle Ground	\$2,025,000
SR-502 and W 29th Ave		Add south leg of intersection and signalize	does not exist	2019-2023	Battle Ground	\$790,000
SW 20th Ave	SW 6th St to SW Eaton Blvd	1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities	1 lane each direction	2014-2018	Battle Ground	\$7,000,000
SW 20th Ave	SR-502 to SW 6th St	1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities	1 lane each direction	2019-2023	Battle Ground	\$93,000
SW 6th Ave	Rasmussen to SW Scotton Way	1 lane ea. direction, w pedestrian facilities	does not exist	2014-2018	Battle Ground	\$1,520,000
SW 6th Avenue	NE 199th St to SW Scotton Way	1 lane ea. Direction, w/turn lane, bike and pedestrian	does not exist	2014-2018	Battle Ground	\$1,403,000
SW 7th Avenue	Rasmussen to south terminus	1 lane ea. direction, w pedestrian facilities	does not exist	2014-2018	Battle Ground	\$1,262,000
SW Rasmussen Blvd	SR-503 to SW 20th	1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities	does not exist	2019-2023	Battle Ground	\$3,560,000
SW Rasmussen Blvd	SR-503 to western terminus	1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities	does not exist	2014-2018	Battle Ground	\$1,357,000

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
NW 5th Street	503 to N Parkway Avenue,	Construct new urban neighborhood collector with bike lanes and sidewalks	does not exist	2014-2018	Battle Ground	\$1,500,000
NW 7th Avenue	NW 9th Street to W Main Street	Construct new urban neighborhood collector with bike lanes and sidewalks bike lanes and sidewalks	does not exist	2014-2018	Battle Ground	\$1,560,000
NE 152nd Avenue	SE Rasmussen Blvd to Eaton Blvd	Construct new urban major collector with bike lanes and sidewalks.	does not exist	2024-2033	Battle Ground	\$2,391,000
NE 152nd Avenue	Eaton Blvd to NE 189th Street	Construct new urban major collector with bike lanes and sidewalks.	does not exist	2024-2033	Battle Ground	\$1,714,000
NE 189th Street	NE 142nd Avenue to NE 152nd Avenue	Construct new urban major collector with bike lanes and sidewalks.	does not exist	2024-2033	Battle Ground	\$2,235,000
NE 189th Street	NE 132nd Avenue to NE 142nd Avenue	Construct new urban major collector with bike lanes and sidewalks	does not exist	2024-2033	Battle Ground	\$2,050,000
SE 5th Avenue	NE 192nd Street to NE 179th Street	Construct new urban neighborhood collector with bike lanes and sidewalks	does not exist	2024-2033	Battle Ground	\$2,670,000
NE 189th Street	SR 503 to NE 132nd Avenue	Construct new urban major collector with bike lanes and sidewalks.	does not exist	2024-2033	Battle Ground	\$1,875,000
SW 7th Avenue	SE Eaton Blvd to NE 189th Street	Construct new urban neighborhood collector with bike lanes and sidewalks	does not exist	2019-2023	Battle Ground	\$1,584,000
SW 7th Avenue	NE 189th Street to NE 179th Street	Construct new urban neighborhood collector with bike lanes and sidewalks	does not exist	2024-2033	Battle Ground	\$2,109,000
NE 179th Street	SR 503 to NE 142nd Avenue	Construct new urban major collector with bike lanes and sidewalks.	does not exist	2024-2033	Battle Ground	\$3,939,000
SW 15th Avenue	NE 189th Street to NE 179th Street	Construct new urban neighborhood collector with bike lanes and sidewalks.	does not exist	2024-2033	Battle Ground	\$1,599,000
NE 112th Avenue	NE 189th Street to NE 179th Street	Construct new urban major collector with bike lanes and sidewalks.	does not exist	2024-2033	Battle Ground	\$3,094,000

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
NE 192nd Street	SW 20th Avenue to SW 15th Avenue	Construct new urban neighborhood collector with bike lanes and sidewalks	does not exist	2024-2033	Battle Ground	\$1,594,000
NE 25th Street	NE 142nd Avenue to NE 152nd Avenue	Construct new urban major collector with bike lanes and sidewalks.	does not exist	2024-2033	Battle Ground	\$2,050,000
NW 35th Avenue	NE 239th Street to NW 2nd Street	Construct new urban neighborhood collector with bike lanes and sidewalks	does not exist	2024-2033	Battle Ground	\$3,070,000
NW 15th Street	NE 92nd Avenue to NW 31st Avenue	Construct new urban neighborhood collector with bike lanes and sidewalks	does not exist	2024-2033	Battle Ground	\$2,310,000
NW 9th Street	NE 92nd Avenue to western terminus	Construct new urban major collector with bike lanes and sidewalks.	does not exist	2024-2033	Battle Ground	\$2,824,000
NE 92nd Avenue	SR 502 to Eaton Blvd.	Construct new urban major collector with bike lanes and sidewalks	does not exist	2024-2033	Battle Ground	\$3,924,000
SW 34th Avenue	SW 2nd Street to Eaton Blvd	Construct new urban major collector with bike lanes and sidewalks.	does not exist	2024-2033	Battle Ground	\$3,768,000
SW 11th Street	SW 34th Avenue to SW 24th Avenue	Construct new urban major collector with bike lanes and sidewalks.	does not exist	2024-2033	Battle Ground	\$994,000
SW 11th Street	92nd Avenue to SW NE 34th Avenue	Construct new urban neighborhood collector with bike lanes and sidewalks	does not exist	2024-2033	Battle Ground	\$1,315,000
NW 2nd Street	NE 92nd Avenue to NW 31st Avenue	Construct new urban neighborhood collector with bike lanes and sidewalks	does not exist	2024-2033	Battle Ground	\$2,057,000
SW 1st Street	SW 34th Avenue to SW 29th Ave	Construct new frontage road on south side of highway	does not exist	2024-2033	Battle Ground	\$1,350,000
SW 25th Avenue	SW 11th Street to Eaton Blvd	Construct new urban neighborhood collector with bike lanes and sidewalks	does not exist	2024-2033	Battle Ground	\$2,895,000
NE 112th Avenue	NE 179th Street to NE 176th Street	Construct new urban major collector with bike lanes and sidewalks	does not exist	2024-2033	Battle Ground	\$888,000

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
SW 15th Avenue	NE 179th Street to NE 176th Street	Construct new urban neighborhood collector with bike lanes and sidewalks	does not exist	2024-2033	Battle Ground	\$750,000
Eaton Blvd	NE 92nd Avenue to SW 20th/NE 112th Avenue	Improve to urban three-lane section with sidewalks and bike lanes	does not exist	2024-2033	Battle Ground	\$1,515,000
NE 92nd Avenue	NE 239th Street to SR 502	Improve to three-lane urban major collector with sidewalks and bike lanes	does not exist	2024-2033	Battle Ground	\$1,710,000
NE 239th Street	NE 92nd Avenue to NW Onsdorff Blvd.	Improve to three-lane urban major collector with sidewalks and bike lanes	does not exist	2024-2033	Battle Ground	\$750,000
SW Scotton Way	SW 25th Avenue to SW 20th Avenue	Construct new urban neighborhood collector with bike lanes and sidewalks	does not exist	2024-2033	Battle Ground	\$750,000
NE 239th St	NW Onsdorff Blvd to NE 112th Avenue	Complete urban two-lane section with sidewalks and bike lanes	1 lane each direction	2024-2033	Battle Ground	\$563,000
SW 24th Avenue	SR 502 to SW 6th Street	Construct new urban neighborhood collector with bike lanes and sidewalks	does not exist	2024-2033	Battle Ground	\$850,000
NW 16th Avenue	NE 25th Street to NW Onsdorff Boulevard	Construct new urban neighborhood collector with bike lanes and sidewalks	does not exist	2024-2033	Battle Ground	\$1,764,000
NW 15th Street	NW 31st Avenue to NW 25th Avenue	Construct new urban neighborhood collector with bike lanes and sidewalks	does not exist	2024-2033	Battle Ground	\$963,000
NE 19th Street	N Parkway Avenue to NE Grace Avenue	Construct new urban neighborhood collector with bike lanes and sidewalks	does not exist	2019-2023	Battle Ground	\$1,584,000
NE 3rd Avenue	Onsdorff Blvd to NE 12th Street	Construct new urban neighborhood collector with bike lanes and sidewalks	does not exist	2019-2023	Battle Ground	\$452,000
NE 9th Street	NE 3rd Avenue to NE Grace Avenue	Construct new urban neighborhood collector with bike lanes and sidewalks	does not exist	2019-2023	Battle Ground	\$1,255,000

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
NW 31st Avenue	NE 239th Street to NW 29th Avenue	Construct new urban major collector with bike lanes and sidewalks	does not exist	2019-2023	Battle Ground	\$5,888,000
SW 15th Avenue	Eaton Blvd to NE 189th Street	Construct new urban neighborhood collector with -bike lanes and sidewalks	does not exist	2019-2023	Battle Ground	\$1,774,000
NE 192nd Street	SW 7th Avenue to NE 142nd Avenue	Construct new urban neighborhood collector with bike lanes and sidewalks	does not exist	2019-2023	Battle Ground	\$2,925,000
SE 5th Avenue	Eaton Blvd to NE192nd Street	Construct new urban neighborhood collector with bike lanes and sidewalks	does not exist	2019-2023	Battle Ground	\$955,000
SE Rasmussen Blvd	SE Commerce Avenue to NE 167th Avenue	Construct new urban major collector with bike lanes and sidewalks	does not exist	2019-2023	Battle Ground	\$3,778,000
NW Onsdorff Blvd	N Parkway Avenue	Install all-way stop or modern roundabout	does not exist	2019-2023	Battle Ground	\$705,000
NE Grace Ave	NE 10th Street	Add northbound right turn lane and convert to all way stop.	does not exist	2024-2033	Battle Ground	\$107,000
NE 5th Avenue	NE 25th Street to NE Onsdorff Blvd	Construct new urban neighborhood collector with bike lanes and sidewalks	does not exist	2019-2023	Battle Ground	\$2,386,000
SW 2nd Street	SW 29th Avenue to SW 20th Avenue	New construction completing frontage roads on south side of W. Main street	does not exist	2014-2018	Battle Ground	\$2,295,000
SW 1 st Way	SW 15th Avenue to SW 12th Avenue (frontage)	New construction completing frontage roads on south side of W Main Street right of way acquisition	does not exist	2014-2018	Battle Ground	\$766,000
NW 15th Avenue	NW 9th Street to NW 4th Street	Construct new urban neighborhood collector with bike lanes and sidewalks	does not exist	2014-2018	Battle Ground	\$595,000
SW 15th Avenue	SW 2nd Street to Rasmussen Street	Construct new urban neighborhood collector with bike lanes and sidewalks	does not exist	2014-2018	Battle Ground	\$770,000
SW 15th Avenue	Rasmussen Street to Scotton Way	Construct new urban neighborhood collector with bike lanes and sidewalks	does not exist	2014-2018	Battle Ground	\$1,310,000

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
SW 15th Avenue	Scotton Way to S Eaton Blvd	Construct new urban neighborhood collector with bike lanes and sidewalks	does not exist	2014-2018	Battle Ground	\$1,130,000
SW Scotton Way	SW 20th Avenue to SR 503	Construct new urban neighborhood collector with bike lanes and sidewalks	does not exist	2012	Battle Ground	\$3,100,000
NW 2nd Street	NW 15th Avenue to NW 12th Avenue	New construction completing frontage road on north side of W. Main Street, wetland mitigation	does not exist	2014-2018	Battle Ground	\$776,000
NW 1st Street	NW 15 th Avenue to NW 12 th Avenue	Improve existing street to accommodate traffic diverted to NW 15th Avenue after removal of traffic signal at SR 502/NW 12th Avenue (needs further analysis to determine optimal solution). Costs assume full lane added on 1st with 100 foot southbound right turn lane on NW 12th Avenue.	does not exist	2014-2018	Battle Ground	\$308,000
NW 2nd Street	NW 18th Avenue to NW 15th Avenue (frontage)	New construction completing frontage roads on north side of W. Main Street	does not exist	2014-2018	Battle Ground	\$226,000
Leadbetter Drive	Lake Road to Fremont Street	Add bike lanes, pedestrian	1 lane each direction	2016	Camas	\$700,000
SR 502	NE 92nd Avenue	Add south leg of intersection, turn lanes, and signalize	does not exist	2024-2033	Battle Ground	\$2,375,000
Chelatchie Prairie Rail With Trails	E Main St to SE Rasmussen Blvd	Add pedestrian/bike path	does not exist	2016	Battle Ground	\$700,000
W Main Left Turn Pocket Realignment	Safeway Access	Realign left turn pockets for westbound to southbound at 503 and eastbound to northbound at W 8th Ave; removes westbound left turn pocket west of W 8th Ave	Westbound left turn pocket west of W 8th Ave	2019	Battle Ground	\$30,000
NW 38th Av	Parker to Grass Valley Park	1 lane each direction w/ turn lane, bike and pedestrian	1 lane each direction	2017-2023	Camas	\$3,000,000

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
NE 43rd Av	SR-500 to Camas HS	1 lane each direction w/ turn lane, bike and pedestrian	1 lane each direction	2017-2023	Camas	\$1,950,000
SE 15th St/Nourse Rd	Camas HS to 283rd	1 lane each direction w/ turn lane, bike and pedestrian	1 lane each direction	2017-2023	Camas	\$3,000,000
NE Ingle Rd	Goodwin to North City Limits	1 lane each direction w/ turn lane, bike and pedestrian	1 lane each direction	2017-2023	Camas	\$5,000,000
NE 28th St	232nd Av to 242nd Av	2 lanes each direction w/ turn lane, bike and pedestrian	1 lane each direction	2017-2023	Camas	\$3,325,000
NW Camas Meadows Dr	Payne to Lake Road	1 lane each direction w/ turn lane, bike and pedestrian	Partially 1 lane each direction, partially none	2017-2023	Camas	\$3,907,000
Woodburn Dr	SE 15th St to SE 283rd Av	1 lane each direction w/ bike and pedestrian	None	2014	Camas	\$5,455,000
SE 23rd St	Crown Rd & 283rd Av	Realign offset intersection	Offset intersection	2017-2023	Camas	\$655,000
SE Crown Rd	SE 23rd St to NE 3rd Av	1 lane each direction w/ turn lane, bike and pedestrian	1 lane each direction	2024-2030	Camas	\$10,040,000
NE 232nd Av/ 9th St	28th St to 242nd Av	1 lane each direction w/ turn lane, bike and pedestrian	1 lane each direction	2017-2023	Camas	\$10,928,000
NE 242nd Av	28th St to 9th St	1 lane each direction w/ turn lane, bike and pedestrian	None	2017-2023	Camas	\$9,840,000
New East/West Arterial	NE 242nd & 9th to Everett	1 lane each direction w/ turn lane, bike and pedestrian	None	2017-2023	Camas	\$11,970,000
North Dwyer Creek Master Plan: Street "A"	NW Lake Rd to Camas Meadows Dr	1 lane each direction	None	2017-2023	Camas	\$2,750,000
North Dwyer Creek Master Plan: Street "B"	#NW Friberg to NW Larkspur	1 lane each direction	None	2017-2023	Camas	\$4,450,000
NW 16th/Hood/18th	Klickitat to Astor	1 lane ea. direction, w/turn lane	1 lane each direction	2017-2023	Camas	\$2,000,000
NW 18th Av	Whitman to Brady	1 lane ea. direction, w/turn lane	None	2024-2030	Camas	\$1,640,000
NW 18th Av/SE Payne Rd	Whitman St to NW Pac Rim Blvd.	1 lane ea. direction, w/turn lane	1 lane each direction	2017-2023	Camas	\$3,000,000
NW 43rd Av/ Astor St	Sierra to 38th	1 lane ea. direction, w/turn lane	1 lane each direction	2017-2023	Camas	\$2,895,000

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
NW Astor St/ NW 11th Av	Forest Home Rd to McIntosh Rd	1 lane ea. direction, w/turn lane	1 lane each direction	2024-2030	Camas	\$1,830,000
NW Brady Rd	16th to 25th	1 lane ea. direction, w/turn lane	1 lane each direction	2016	Camas	\$5,800,000
NW McIntosh Rd	Brady to 11th	1 lane ea. direction, w/turn lane	1 lane each direction	2017-2023	Camas	\$4,100,000
NW Payne St	NW Lake Rd to Camas Meadows Dr	1 lane each direction	Private Drive	2016-2022	Camas	\$1,990,000
Lake Road	Everett to Lacamas Lane	1 lane ea. direction, w/turn lane	1 lane each direction	2024-2030	Camas	\$3,000,000
Bybee Road	Realign East End	1 lane ea. direction, w/turn lane	1 lane each direction	2016	Camas	\$1,247,000
NW 23rd Ave	Safety Improvements	1 lane each direction	1 lane each direction	2016	Camas	\$240,000
Goodwin Rd.	Camas Meadows Dr. to Lacamas Cr	1 lane ea. direction, w/turn lane	1 lane each direction	2017-2023	Camas	\$5,091,000
Goodwin Rd.	Lacamas Creek to Ingle Rd	2 lanes ea. direction, w/turn lane	1 lane each direction	2017-2023	Camas	\$5,091,000
NE 28th St	Ingle to 232nd	1 lane ea. direction, w/turn lane	1 lane each direction	2017-2023	Camas	\$6,650,000
Ingle Extension East	Goodwin to 232nd	1 lane ea. direction, w/turn lane	None	2017-2023	Camas	\$7,689,000
Everett St	NE 35th Av to new E/W Arterial	1 lane ea. direction, w/turn lane	1 lane each direction	2017-2023	Camas	\$4,946,000
NE 13th/18th St	Goodwin to 192nd Av	2 lanes ea. direction, w/turn lane	none to lane each direction	2017-2023	Camas	\$6,956,000
NE Ingle Rd	Goodwin to NW City Limits	1 lane ea. direction, w/turn lane	1 lane each direction	2017-2023	Camas	\$5,000,000
Collector roadway	NE 339th St. to E. 4th Street	New eastside collector roadway	None	2014-2030	La Center	\$2,005,264
La Center Road		Widen Bridge and 4 travel lanes with bike/Pedestrian		2019	La Center	\$15,950,000
Highland Street	High School to E City Limits	Urban upgrade	Unimproved road segment	2014-2030	La Center	
New Collector "A"				2014-2030	La Center/ Clark Co.	\$5,200,000
New Collector "B"				2014-2030	La Center/ Clark Co.	\$2,140,000
New Collector "C"				2014-2030	La Center	\$1,340,000
5th Street	Aspen Avenue	Realignment of E. 5th Street, Bicycle and ped improvements.	Urban roads with misaligned intersection.	2013-2015	La Center	\$850,000
N. 20th Street (289th Street)	I-5 to 65th Ave/NW 11th	Upgrade to minor arterial	1 lane each direction	2022	Ridgefield	\$2,438,000
N. 20th Street (289th Street)	I-5 Overcrossing	Upgrade to minor arterial	1 lane each direction	2025	Ridgefield	\$10,384,000
6th Way	Timm Road to S 51st Avenue	1 lane each direction w/ turn lane	Not continuous	2020	Ridgefield	\$775,000
Bertsinger Road	SR-501 to S 25th Place	Realign road	1 lane each direction	2025	Ridgefield	\$9,230,000
Carty Road	Hillhurst to I-5	Upgrade to minor arterial	1 lane each direction	2030	Ridgefield	\$13,024,000

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
<i>N 10th Street</i>	<i>N 45th to N 51st Avenue</i>	<i>1 lane each direction w/ turn lane</i>	<i>Not continuous</i>	<i>2020</i>	<i>Ridgefield</i>	<i>\$2,526,000</i>
<i>N 10th Street</i>	<i>N 35th Ave to N 45th Avenue</i>	<i>1 lane each direction w/ turn lane</i>	<i>Not continuous</i>	<i>2025</i>	<i>Ridgefield</i>	<i>\$7,981,000</i>
<i>N 10th Street/ 279th street</i>	<i>E side of I-5 to N 65th Avenue</i>	<i>1 lane each direction w/ turn lane</i>	<i>1 lane each direction</i>	<i>2025</i>	<i>Ridgefield</i>	<i>\$1,248,000</i>
<i>N 35th Avenue</i>	<i>SR-501 to N 10th St</i>	<i>1 lane each direction</i>	<i>Not continuous</i>	<i>2020</i>	<i>Ridgefield</i>	<i>\$2,790,000</i>
<i>45th Avenue</i>	<i>N. 10th St to S. 15th St</i>	<i>1 lane each direction w/ turn lane</i>	<i>1 lane each direction</i>	<i>2015</i>	<i>Ridgefield</i>	<i>\$6,503,000</i>
<i>S 51st Avenue</i>	<i>S 20th Way to Pioneer St (SR 501)</i>	<i>1 lane each direction w/ turn lane</i>	<i>Not continuous</i>	<i>2018</i>	<i>Ridgefield</i>	<i>\$4,393,000</i>
<i>N 51st Avenue</i>	<i>Pioneer to N 10th Street</i>	<i>1 lane each direction w/ turn lane</i>	<i>Not continuous</i>	<i>2017</i>	<i>Ridgefield</i>	<i>\$3,281,000</i>
<i>N 56th Avenue</i>	<i>SR-501 to N 5th Street</i>	<i>1 lane each direction w/ turn lane</i>	<i>Not continuous</i>	<i>2018</i>	<i>Ridgefield</i>	<i>\$1,354,000</i>
<i>N 5th Street</i>	<i>N 45th Avenue to N 56th Place</i>	<i>1 lane each direction w/ turn lane</i>	<i>Not continuous</i>	<i>2020</i>	<i>Ridgefield</i>	<i>\$3,158,000</i>
<i>N 65th Avenue</i>	<i>Pioneer to N 20th St/NW 289th Street</i>	<i>1 lane each direction w/ turn lane</i>	<i>1 lane each direction</i>	<i>2016</i>	<i>Ridgefield</i>	<i>\$2,911,000</i>
<i>85th Ave/NE 10th Avenue</i>	<i>S 5th to N 10th St/NE 279th Street</i>	<i>1 lane each direction w/ turn lane</i>	<i>1 lane each direction</i>	<i>2015</i>	<i>Ridgefield</i>	<i>\$3,810,750</i>
<i>105th Ave/NE 20th Ave.</i>	<i>N 10th St/NE 279th to S 10th St/NE 259th St</i>	<i>Upgrade to collector arterial</i>	<i>1 lane each direction</i>	<i>2030</i>	<i>Ridgefield</i>	<i>\$6,011,000</i>
<i>S. 10th St/NE 259th St</i>	<i>85th Ave/NE 10th to 105th Ave/NE 20th Av.</i>	<i>Upgrade to collector arterial</i>	<i>1 lane each direction</i>	<i>2030</i>	<i>Ridgefield</i>	<i>\$4,007,000</i>
<i>N.10th St/NE 279th Street</i>	<i>85th Ave/NE 10th to 105th Ave/NE 20th Av.</i>	<i>Upgrade to collector arterial</i>	<i>1 lane each direction</i>	<i>2030</i>	<i>Ridgefield</i>	<i>\$4,007,000</i>
<i>S. 65th Ave</i>	<i>Pioneer to S 5th Street</i>	<i>1 lane each direction w/ turn lane</i>	<i>1 lane each direction</i>	<i>2018</i>	<i>Ridgefield</i>	<i>\$2,004,000</i>
<i>N 10th St/NW 279th Street Extension</i>	<i>65th Ave/NW 11th Avenue to 85th Ave/NE 10th Avenue</i>	<i>1 lane each direction w/ turn lane</i>	<i>1 lane each direction</i>	<i>2020</i>	<i>Ridgefield</i>	<i>\$4,207,000</i>
<i>Hillhurst Road</i>	<i>Pioneer Street/NW 229th St</i>	<i>Upgrade to collector arterial</i>	<i>1 lane each direction</i>	<i>2015</i>	<i>Ridgefield</i>	<i>\$17,890,000</i>
<i>S 10th Way</i>	<i>S 35th Place to S 25th Place</i>	<i>Rebuild road</i>	<i>1 lane each direction</i>	<i>2025</i>	<i>Ridgefield</i>	<i>\$3,079,000</i>
<i>S 15th Street</i>	<i>S 45th Avenue to S 35th Place</i>	<i>Rebuild road</i>	<i>1 lane each direction</i>	<i>2020</i>	<i>Ridgefield</i>	<i>\$4,121,000</i>
<i>S 15th Street</i>	<i>Union Ridge Parkway to S 45th Avenue (not including bridge)</i>	<i>1 lane each direction w/ turn lane</i>	<i>Not continuous</i>	<i>2025</i>	<i>Ridgefield</i>	<i>\$3,900,000</i>

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
S 15th Street Overcrossing over I-5	Timm Road to Dolan Road	1 lane each direction w/ turn lane	Not continuous	2030	Ridgefield	\$14,625,000
S. 35th Place	S 10th Way to S 15th St	New collector	None	2025	Ridgefield	\$6,679,000
S 20th Way	Timm Road to S 51st Avenue	1 lane each direction w/ turn lane	1 lane each direction	2028	Ridgefield	\$2,543,000
S 25th Place	S 10th to S 4th Way	Rebuild road	1 lane each direction	2030	Ridgefield	\$872,000
S 35th Avenue	SR-501 to S 15th St	1 lane each direction	Not continuous	2030	Ridgefield	\$1,658,000
S 45th Avenue	S 15th to N 10th Street	1 lane each direction w/ turn lane	1 lane each direction	2020	Ridgefield	\$6,143,000
S 51st Avenue	Pioneer Street/NW 20th St	New Arterial	none	2017	Ridgefield	\$4,763,450
S 51st Avenue	S 20th Way to NW 219th St	1 lane each direction w/ turn lane	Not continuous	2030	Ridgefield	\$14,904,200
S 5th Street	Union Ridge Parkway to 85th Ave/NE 10th Avenue	1 lane each direction w/ turn lane	1 lane each direction	2020	Ridgefield	\$2,623,000
S 5th Street	65th Ave/NW 11th Street to Union Ridge Parkway	1 lane each direction w/ turn lane	1 lane each direction	2015	Ridgefield	\$715,000
Timm Road	S 15th St to S 20th Way	Widen, 1 lane each direction	1 lane each direction	2020	Ridgefield	\$1,988,000
Union Ridge Parkway	65th Ave to S 10th St	2 lane each direction w/ turn lane	N/A	2025	Ridgefield	\$5,661,000
NW 219th St Extension	Hillhurst Road to I-5	Widen, 1-lane each direction w/ turn lane	1-lane each direction	2035	Ridgefield	\$16,051,700
Main Ave	Depot St to City Limits	Widen	1-lane each direction	2020	Ridgefield	\$385,000
Boschma Collectors	65th to 85th and S 5th St	New Collectors	N/A	2023	Ridgefield	\$14,315,000
S. 5th St	S 45th Avenue to S 51st Ave	New Industrial Collector	N/A	2025	Ridgefield	\$3,612,000
131st Avenue	Fourth Plain to 59th Street	1 lane ea. direction, w/turn lane	Intermittent roadway	2025-2035	Vancouver	\$2,500,000
136th Ave.	SE 7th St. Intersection	Intersection improvement	Substandard	2015-2025	Vancouver	\$750,000
152nd Avenue	Fourth Plain south to city limits	New arterial street	No street	2025-2035	Vancouver	\$1,000,000
157th Avenue	Fourth Plain to 59th Street	1 lane ea. direction, w/turn lane	Intermittent roadway	2025-2035	Vancouver	\$3,000,000
164th Avenue	SR-14 to Evergreen	Upgrade to urban standard	1 lane each direction	2025-2035	Vancouver	\$4,500,000
26th Avenue	SR-501 to Fruit Valley Road	1 lane ea. direction, w/turn lane new minor industrial arterial	None	2025-2035	Vancouver	\$12,550,000
39th Street	Columbia to Main St	Minor Widening	1 lane each direction	2025-2035	Vancouver	\$2,000,000

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
49th Street	122nd to 137th Avenue	1 lane ea. direction, w/turn lane	1 lane each direction	2025-2035	Vancouver	\$2,043,000
49th Street	15th Avenue to St James	Reconstruct, widen and upgrade to urban standards	1 lane each direction	2025-2035	Vancouver	\$1,000,000
54th Street	18th Avenue to St James	Reconstruct, widen and upgrade to urban standards	1 lane each direction	2025-2035	Vancouver	\$1,000,000
59th/56th Street	137th Avenue to 122nd Avenue	upgrade to urban minor arterial	Intermittent roadway	2025-2035	Vancouver	\$11,250,000
94th Avenue	Van Mall Drive to NE 54th Street	Urban upgrade	1 lane each direction	2025-2035	Vancouver	\$1,200,000
9th Street/11th Street	NE 136th to 162nd Av	Close gaps and complete corridor to 2 lane urban collector	Unconnected street system	2025-2035	Vancouver	\$3,500,000
Brady Road West Extension	192nd Ave. interchange to 171st Ave.	New arterial roadway from 192nd interchange, west to existing neighborhoods	None	2025-2035	Vancouver	\$5,000,000
Columbia Shores	S. of SR-14	Rail Trestle, Widen Portal	Under-Pass	2025-2035	Vancouver	\$20,000,000
Ellsworth	SE 10th St to SR-14	Upgrade to minor arterial standard	Substandard	2025-2035	Vancouver	\$3,104,203
Ellsworth	SE 10th St to Mill Plain	Upgrade to minor arterial standard	Substandard	2020-2035	Vancouver	\$4,000,000
Evergreen Highway and Trail	Chelsea to 192nd Ave.	Improve to urban standard with multi-purpose trail on one side	1 lane each direction, no sidewalk or bike lane	2025-2035	Vancouver	\$20,000,000
Evergreen Highway Trail	Chelsea to 192nd Ave.	Install multi-purpose trail on one side	none	2013-2025	Vancouver	\$7,500,000
Jefferson/ Kauffman St.	Mill Plain to 8th St.	Realign offset @ 13th & reconstruct to 3-lane standard	Substandard	2025-2035	Vancouver	\$15,000,000
MacArthur Blvd.	Lieser Rd. Intersection	Intersection improvement	Substandard	2025-2035	Vancouver	\$2,500,000
NE 104th Avenue	NE 14th Street to NE 18th Street	Extend existing street 1 lane each direction	Improve & construct new N/S corridor west of I-205	2025-2035	Vancouver	\$9,500,000
NE 11th/NE 13th	172nd Avenue to 192nd Avenue	1 lane ea. direction, w/turn lane	none	2020-2035	Vancouver	\$4,000,000
NE 127th Avenue	Fourth Plain to NE 59th Street	Upgrade to urban standard	partial built	2025-2035	Vancouver	\$2,500,000
NE 15th/18th Av	49th to 54th St	New 2 lane urban collector	No street	2017-2035	Vancouver	\$2,000,000
NE 59th Street	137th to 162nd Avenue	Construct new minor arterial 1 lane each direction with turn lane	No street	2025-2035	Vancouver	\$8,000,000
SE 10th Street	Ellsworth to 98th Av	Upgrade to collector arterial	1 lane each direction	2025-2035	Vancouver	\$1,500,000
SE 10th Street	Ellsworth to Chkalov	Upgrade to minor arterial	1 lane each direction	2025-2035	Vancouver	\$4,000,000
SE 15th Street	164th to 192nd Ave.	Upgrade to collector arterial		2025-2035	Vancouver	\$3,843,441

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
SE 188th Ave	E Mill Plain to SE 1st St	New connector access	No street	2025-2035	Vancouver	\$3,000,000
27th St Extension and RR overpass	Main Street to E Street	RR grade seperated overpass, bike lanes and sidewalk	No Street	2011-2017	Washougal	\$15,200,000
27th Street	Main Street to SR-14	Widen for turn lane, bike lanes and sidewalk	1 lane each direction	2011-2017	Washougal	\$2,916,000
Lehr Road	34th to UGA	Widen to collector standard with sidewalks	1 lane each direction	2018-2024	Washougal	\$2,711,000
6th Street	C Street to E Street	striping to 3 lanes, plus bike lanes and sidewalk		2011-2017	Washougal	\$2,661,000
A Street/Addy Street Connection	20th to 27th Street	Street connection, traffic calming and bike/ped improvements		2018-2024	Washougal	\$4,123,000
Addy Street	27th to 45th Street	Widen for turn lane, bike lanes and sidewalk		2018-2024	Washougal	\$5,895,000
Crown Rd/283rd Ave	North Z Street to McKeever	Widen to 3 lane arterial (joint with Camas) plus bike lanes and sidewalks	Private Driveo out of City limits	2018- 2024	Washougal Camas	\$4,656,000
Miscellaneous west city collectors				2018-2024	Washougal	\$4,014,000
Stiles Rd/34th Street	32nd Street to SE Lehr Road	Widen to 3 lanes, plus bike lanes and sidewalk and guard rail	1 lane each direction	2018-2024	Washougal	\$5,550,000
Sunset View Road	Evergreen Way to UGA	2 lane collector with shoulders for bike and pedestrians	1 lane each direction	2018-2024	Washougal	\$8,036,000
W Street	32nd to 49th St.	2 lane collector and extension across creek	No street	2018-2024	Washougal	\$11,974,000
F Street	24th Street to 34th Street	Traffic calming/sidewalk and bike ped facilities		2018-2024	Washougal	\$760,000
39th Street	W street to Evergreen Way	bike & ped sidewalks/traffic calming		2025-2030	Washougal	\$2,628,000
34th Street	J Street to Evergreen Way	Ped improvements	nosidewalk	2011-2017	Washougal	\$407,000
Shepherd Road	3rd Avenue to Washougal River Road	bike & ped facilities	partial sidewalk no bike lane	2018-2024	Washougal	\$2,803,000
C Street & Main Street	Washougal River Road to 34th Street	bike lanes & sidewalks	no bike lane partial sidewalk	2025-2030	Washougal	\$2,336,000
C Street	6th Street to Washougal RiverRoad	bike lanes & sidewalks	no bike lane partial sidewalk	2025-2030	Washougal	\$1,868,000
49th Street and J Street	32nd Street to W Street	bike ped sidewalks/traffic calming		2025-2030	Washougal	\$4,279,000

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
<i>9th Street</i>	<i>Shepherd Road to K Street</i>	<i>Washougal River bike/ped trail and crossing</i>		<i>2031-2035</i>	<i>Washougal</i>	<i>\$1,401,000</i>
<i>North T Street</i>	<i>Crown Road/283rd Avenue to Woodburn Hill</i>	<i>Street conection, bike & ped facilities</i>	<i>private road</i>	<i>2025-2030</i>	<i>Washougal</i>	<i>\$3,737,000</i>

RTP LOCAL PROJECTS to be identified in 2014 RTP: TOTAL (Regional Projects)

\$954,275,008

**PROJECTS DELETED/OMITTED BY JURISDICTION: differences between 2011 MTP and 2014 RTP
(DRAFT; August 8, 2014)**

NOTE: Local Projects descriptions are italicized

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
REGIONAL AND LOCAL PROJECTS:						
I-5	North Fork Lewis River Bridge	Replace Bridge Structure	Bridge	2020-2025	WSDOT	\$85,000,000
I-5	179th Street to SR-502	Auxiliary lane in each direction	3 lanes each direction	2016-2025	WSDOT	\$22,000,000
I-205	Padden Parkway to 134th Street	3 lanes each direction	2 lanes each direction	2016-2025	WSDOT	\$90,000,000
I-205	I-205/SR14 Interchange to Mill Plain	Rebuild Interchange and Construct Braided Ramps	Interchanges	2025-2030	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
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	2025-2030	WSDOT	\$132,000,000
SR-503	SR-502 to Gabriel Road	Add Lanes, 2 lanes each direction	1 lane each direction	2020-2030	WSDOT	\$34,000,000
219th Street Park & Ride	I-5 & SR-502	Park & Ride facility at new interchange	N/A	2020-2030	C-TRAN	\$16,200,000
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
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
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
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	<i>Clark County</i>	\$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

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
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
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
Hazel Dell Av.	99th Street to 114th Street	1 lane ea. direction, w/turn lane	1 lane each direction	2017-2035	Clark County	\$3,000,000
NE 10th Avenue	NE 164th St to Fairgrounds Ent.	1 lane ea. direction, w/turn lane	1 lane each direction	2017-2035	Clark County	\$4,524,000
NE 137th/ 142nd Av	NE 119th St to 173rd Circle	1 lane ea. direction, w/turn lane	None	2017-2035	Clark County	\$33,930,000
NE 152nd Avenue	Ward Road to 99th St	1 lane ea. direction, w/turn lane	1 lane each direction	2017-2035	Clark County	\$11,310,000
NE 15th/20th Avenues	NE 154th to NE 15th Avenue	Street upgrade	1 lane each direction	2017-2035	Clark County	\$8,655,000
NE 199th Street	NE 10th Av. To NE 72nd Av.	1 lane each direction w/ turn lane	1 lane each direction	2017-2035	Clark County	\$31,668,000
NE 29th Avenue	NE 134th to NE 179th St	Complete pedestrian connections	Some sidewalk segments	2017-2035	Clark County	\$4,000,000
NE 50th Avenue	LaLonde to 119th Street	1 lane each direction w/ turn lane	1 lane each direction	2017-2035	Clark County	\$11,762,400
NE 50th Avenue	NE 119th to 179th St	1 lane ea. direction, w/turn lane	1 lane each direction	2017-2035	Clark County	\$33,930,000
NE 88th Street	Hazel Dell Avenue to Highway 99	1 lane ea. direction, w/turn lane; overpass	None	2017-2035	Clark County	\$11,077,000
NE 99th Street	St. Johns Rd. to 72nd Av.	1 lane ea. direction, w/turn lane	None/1 lane	2017-2035	Clark County	\$15,885,000
NE 99th Street	72nd to 94th Av.	1 lane ea. direction, w/turn lane	None/1 lane	2017-2035	Clark County	\$11,210,000
NE 99th Street	NE 137th Av to 172nd	1 lane ea. direction, w/turn lane	1 lane each direction	2017-2035	Clark County	\$19,905,600
NW 11th Ave.	NW 139th Street to 146th Street	1 lane ea. direction, w/turn lane	1 lane each direction	2017-2035	Clark County	\$11,463,300
NW/NE 199th Street	NW 11th Av.to NE 10th Av.	1 lane each direction w/ turn lane	1 lane each direction	2017-2035	Clark County	\$4,400,000
Andresen	Padden Parkway	Add Interchange	Intersection	2017-2035	Clark County	\$52,000,000
Main Street	5th Street to Columbia Way	Re-connect to waterfront S. of rail berm	No street	2016	Vancouver	\$9,000,000
Andresen Rd.	MacArthur Blvd Intersection	Intersection operational upgrade	4-way stop control	2017-2025	Vancouver	\$1,000,000
152nd Avenue	SE 1st to NE 7th ST.	Widen to 3 lanes	2 lanes/direction	2017-2035	Vancouver	\$1,000,000
NE 122nd Avenue	NE 39th Street to NE 49th Street	1 lane ea. direction, w/turn lane (collector standards)	1 lane each direction	2017-2035	Vancouver	\$1,000,000
Railroad Avenue	Columbia to new Lincoln Avenue grade separated facility	New waterfront east/west arterial	No street	2014-2025	Vancouver	\$8,000,000
NW 38th Av	Astor to Sierra	1 lane each direction	None	2016-2022	Camas	\$2,713,000

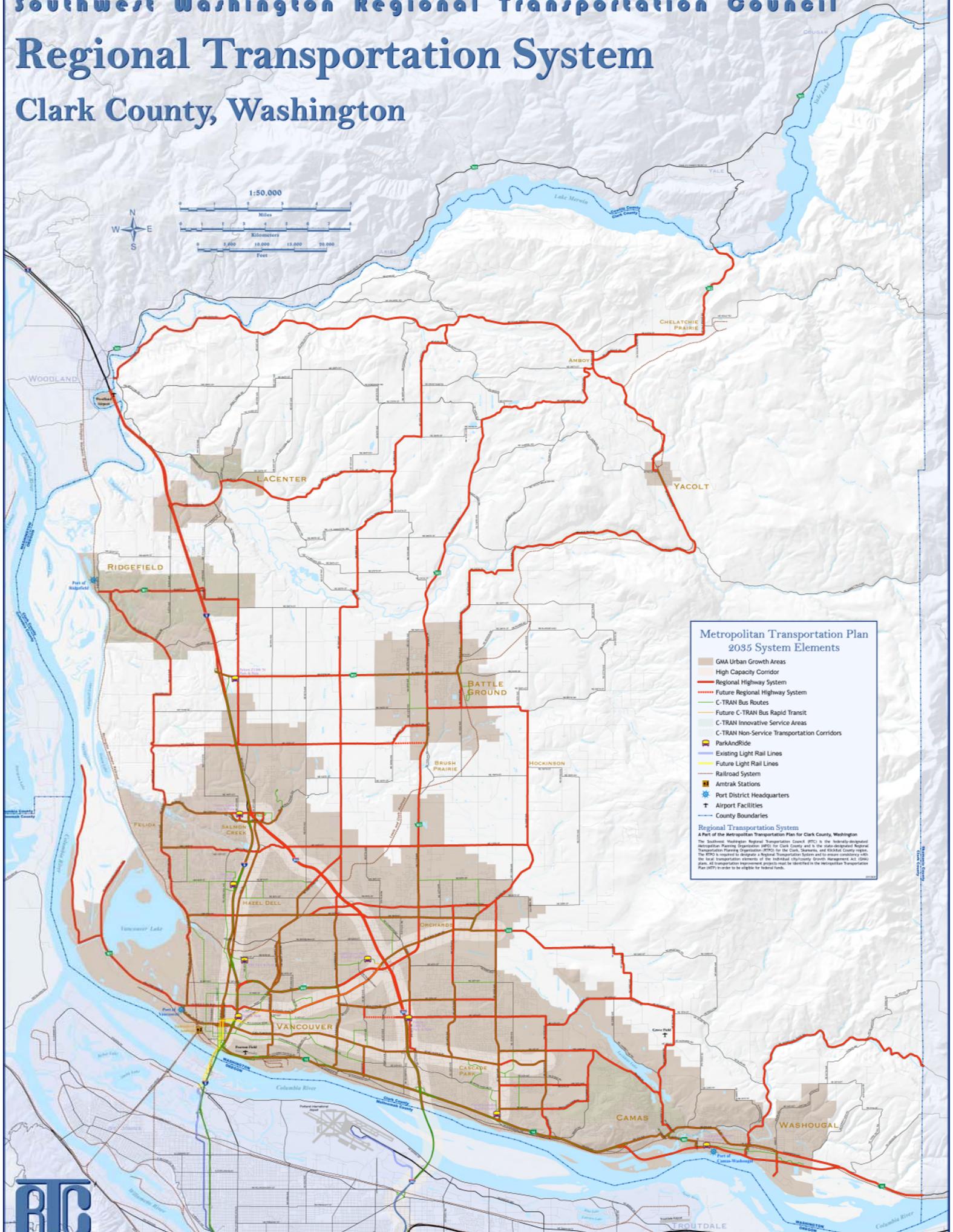
Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
NW 29th Av	NE 239th to NW 3rd St	New urban collector with bike lanes and sidewalks		2011-2015	Battle Ground	\$1,855,000
NW/SW 1st St	Frontages parallel to Main St	1 lane ea. Direction	None	2007-2010	Battle Ground	\$850,000
SW 4th St	S Parkway to west terminus	Widen road lanes, w pedestrian facilities	1 lane each direction	2007-2010	Battle Ground	\$500,000
SW 7th Avenue	Rasmussen to NE 199th St	1 lane ea. direction, w pedestrian facilities	None	2009	Battle Ground	
NW 4th St,	east of NE 12 Ave to SR 503	Construct new urban neighborhood collector with bike lanes and sidewalks	none	2019-2028	Battle Ground	\$440,000
NE 25th Street,	NE 112th Avenue to SR 503	Improve to urban three-lane section with sidewalks and bike lanes	none	2019-2028	Battle Ground	\$887,000
S Parkway Avenue	Eaton Blvd to NE 179th Street	Improve to urban three-lane section with sidewalks and bike lanes	none	2014-2028	Battle Ground	\$2,400,000
SW Rasmussen Blvd	SR 503 to western terminus	Complete project to construct new road, lighting, storm drainage, sidewalks, striping	none	2014-2028	Battle Ground	\$1,357,000
Flashing Left Turn Arrows	W 8th Ave	Install two new signal heads that include a flashing left turn yellow	Standard signals	2019	Battle Ground	\$5,000
East Fork Bridge		Second bridge crossing	None	2014-2030	La Center/ Clark Co.	\$15,950,000
Pacific Highway	5th Street	Create downtown couplet.	urban road with sidewalks.	2014-2017	La Center	\$384,300

PROJECTS DELETED/OMITTED BY JURISDICTION: TOTAL (Regional and Local Projects)

\$1,197,434,800

Regional Transportation System

Clark County, Washington



**Metropolitan Transportation Plan
2035 System Elements**

- GMA Urban Growth Areas
- High Capacity Corridor
- Regional Highway System
- Future Regional Highway System
- C-TRAN Bus Routes
- Future C-TRAN Bus Rapid Transit
- C-TRAN Innovative Service Areas
- C-TRAN Non-Service Transportation Corridors
- ParkAndRide
- Existing Light Rail Lines
- Future Light Rail Lines
- Railroad System
- Amtrak Stations
- Port District Headquarters
- Airport Facilities
- County Boundaries

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 lead-developer of the Regional Transportation Planning Organization (RTPO) for the Clark, Skamania, and Wasco County region. The RTPO is required to develop 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.





MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Bob Hart
DATE: August 8, 2014
SUBJECT: RTP Finance Plan, Background Assumptions

INTRODUCTION

The RTP's financial plan element includes: 1) financial assumptions; 2) revenue sources and projections; and 3) cost estimates for transportation projects, and transportation system maintenance and operations.

The RTP Finance Plan element addresses federal, state and local revenue sources. The RTP must be "fiscally constrained" meaning there should be a *reasonable* expectation that the forecast of available revenues will provide for the list of projects identified in the twenty plus year time frame of the RTP and will also support the operations and maintenance of the multimodal transportation system.

The Finance Plan also provides a description of anticipated expenditures on operations and maintenance as well as capacity expansion projects and capital needs. Work is currently underway to develop a forecast of federal, state and local revenue and costs out to 2035.

In addition to the core finance plan requirements, other finance plan components consist of:

- The list of projects and costs for the highway, transit, pedestrian and bicycle improvements for the multimodal transportation system.
- Projects, strategies and costs for intelligent transportation system, transportation system management and operations, and transportation demand management improvements.
- Costs for other modes, such as mainline freight rail system improvements and inter-city passenger rail, are assumed to be met at the statewide or federal level or by private interests.
- A requirement that the financial plan address year of expenditure for costs and revenues.

CURRENT TRANSPORTATION REVENUE SOURCES

- The State Legislature enacted fuel tax increases in 2003 (Nickel Package) and 2005 (Partnership Package) which were paired with a fixed list of projects. The pre-existing state gas tax was 23 cents and with nickel and partnership taxes is currently at 37.5 cents per gallon. Current federal gas tax is 18.4 cents which has been unchanged since 1993.
- In 1999 the Motor Vehicle Excise Tax (MVET) was repealed resulting in reduction of funding for transit service. C-TRAN was faced with a 40% revenue reduction (about \$12 million annually). In September 2005, voters in Clark County approved an increase in the

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sales tax rate of two-tenths of a percent to restore some of the funding for C-TRAN service. In November 2011, Clark County voters approved two-tenths of one percent sales tax increase to preserve core bus service and maintain service for C-VAN, C-TRAN's paratransit service.

- Local revenue for transportation varies by agency and can come from sources such as property tax for road projects and general fund appropriations. Other revenues include monies from street use permits, state gas tax, utility permits, and impact fees. The WSDOT Finance Division compiles and publishes revenue data for individual cities and counties by funding source.

REVENUE FORECAST APPROACH

RTC is in the process of initiating the revenue forecast for the RTP financial plan and has been working with the Washington State Department of Transportation's Strategic Planning and Finance Division to compile historical and forecast transportation revenue information. Data is also being compiled from the Washington State Office of Financial Management (OFM) which provides support to the WSDOT's Finance Division.

Federal and State Revenue

- WSDOT's Finance Division is providing historical and forecast information on federal and state transportation gas tax revenues generated by and distributed to Clark County. Historical financial data is from 2003 to 2012.
- The estimation process needs to consider distribution of revenue to Clark County. From 2003 to 2012, Clark County has received 79% of the total state and federal gas taxes generated here. A return on investment factor will be applied to total revenue to estimate revenue available to Clark County.
- The 2003 to 2012 revenue sources are extrapolated into the future to provide an estimate of funding reasonably expected to be available. Revenue sources for Clark County will also be compared with statewide revenue trends out to 2027 as calculated by OFM.
- Variables affecting revenue such as population growth, debt service, flat gas tax, fuel costs and improved fuel efficiency of vehicles will be factored into the revenue forecast.
- Projected state gas tax is based on current law, with consideration of future law revenue.
- Federal revenue assumes continuation of the federal authorization (MAP-21) at current levels and accounts for anticipated direct grant appropriations to specific projects.
- Total federal and state revenue is being estimated for a 21-year period out to 2035 using the following approach: Calculate total revenue generated by Clark County from 2003 to 2012; determine average annual revenue; factor by 21-years to estimate total revenue generated by Clark County out to 2035.
- Forecast will account for revenue dedicated to funded projects and debt service. The gas tax revenue generated by the Nickel Package (5 cents/gal.) and the Partnership Package (9.5 cents/gal.) are committed to the SR-502 widening project and the south half of the I-205/18th

Street Interchange. It is assumed that future revenue from these funds will go to debt service and would not be available for new projects.

Local Revenue

- The WSDOT Finance Division also provides information on historical transportation revenue and expenditures by category for Clark County and local cities for the years 2000 to 2012 which will be used to forecast future local revenue.
- Future local revenue is estimated in consultation with local agencies and will use the same basic methodology by calculating the annual average revenue and factoring it to 21 years.

Transit Revenue

RTC will coordinate with C-TRAN staff to review and update plan assumptions and will work with C-TRAN staff to forecast transit revenue and costs for the RTP.

REFLECTING ON THE 2011 RTP UPDATE

Since the 2011 update of the Metropolitan Transportation Plan (MTP), a large number of capital projects have been completed or will be completed this year. They include: the SR-500/St. John's Interchange Project, the SR-14 Camas-Washougal Widening and Interchange Project and the Salmon Creek Interchange Project (opening this fall). In addition, widening of SR-502 from I-5 to Battle Ground is underway and the south half of the I-205/18th Street Interchange will go to construction in 2015. Other major projects completed since 2007 include the I-5/SR-502 Interchange, the I-5/SR-501/Pioneer Street Interchange, and the I-205/Mill Plain/112th Avenue Ramp. The common thread for all these projects is that they received funding primarily through the state's "Nickel" and "Partnership" packages amounting to \$890 million dollars to this region.

The methodology used for the 2011 MTP update was similar to what will be used for the 2014 RTP. In 2011, the full MTP multimodal system cost was \$2.884b. Current law revenue was \$2.473b resulting in a shortfall of \$411m, therefore, the financial forecast assumed the equivalent of a 10 cent gas tax increase for the fiscally constrained plan. Given future revenue trends, essentially unchanged since the 2011 update, there is likely to be a need to pare the 2014 project list or to identify new revenues to make a fiscally constrained RTP.

FUTURE REVENUE TRENDS

In considering the forecast horizon year and in order to make reasonable yet forward looking assumptions, the forecast will try to anticipate funding trends in the country and the state of Washington. Those trends indicate that revenue available for capital projects will be somewhat flat (not accounting for future direct project appropriations or new law revenue) because of several factors including: increasing preservation and maintenance costs, increasing fuel efficiency, and dwindling purchasing power of the gas tax as a source of transportation revenue.

- Gas tax is the prime revenue source for transportation system improvements. However, there are some major problems relating to this revenue source: gas tax is a flat tax that does not keep pace with inflation and more fuel efficient vehicles result in a decrease in gas tax revenues generated. The revenue forecast will account for the updated federal fuel efficiency

standard to 54.5 mpg by 2025. This is a significant change since the 2011 MTP update when the fleet standard was 27.5 mpg.

- Current federal transportation revenue is based on the continued extension of funding levels authorized under MAP-21. Funding levels for the next 6-year federal Transportation Act authorization are likely to be limited to only gas tax revenue flowing into the Highway Trust Fund. If so, federal funding levels to Washington State could be reduced from \$738m in FY 2013 to about \$500m in future years.
- The amount of federal and state revenues available to Clark County is affected by the return on investment of revenue generated. Past ROI to the region was 79%, though this amount was boosted by the partnership and nickel packages which had a return on investment of 88% and 85%, respectively.
- Project preservation and maintenance costs are based on historical data; however, transportation agencies anticipate that maintenance and preservation needs may require a greater share of transportation revenues in the future due to expanded road miles to maintain and the cost of deferred maintenance. For example, according to an economic analysis of transportation infrastructure by the National Economic Council, 22% of Washington roads are in poor condition and 26% of bridges are deficient or obsolete, the 7th and 21st highest in the nation, respectively.

NEXT STEPS

RTC staff is compiling revenue and finance data and beginning the development of the revenue forecast. The preliminary forecast of revenue and expenditures will be reviewed with the Finance Division and with other agency staff prior to completing the draft forecast. If draft forecast indicates a revenue shortfall RTC will begin discussion on transportation revenue options or a scaling back of the project list to make a fiscally constrained RTP.