

Transportation Improvement Program

**DRAFT
Clark County
2014-2017**

**Prepared by
Southwest Washington
Regional Transportation Council
P.O. Box 1366
Vancouver, Washington 98666-1366**

October 2013



Americans with Disabilities Act (ADA) Information

Materials can be provided in alternative formats by contacting the Southwest Washington Regional Transportation Council (RTC) at (360) 397-6067 or info@rtc.wa.gov.

Title VI Compliance

The Southwest Washington Regional Transportation Council (RTC) assures that no person shall, on the grounds of race, color, national origin, or sex as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 (P.L. 100.259), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. RTC further assures that every effort will be made to ensure nondiscrimination in all of its programs and activities, where or not those programs and activities are federally funded.

Preparation of this program was funded by grants from the Washington State Department of Transportation, U.S. Department of Transportation (Federal Highways Administration and Federal Transit Administration) and local funds from RTC member jurisdictions.

Insert RTC Board Resolution

Insert RTC Board Resolution

Insert RTC Board Resolution

Insert RTC Board Resolution

TABLE OF CONTENTS

<u>Chapter</u>	<u>Page</u>
Resolution of MTIP Adoption	i
Table of Contents	v
RTC Membership	vi
Location of Clark County	vii
Metropolitan Area Boundary	viii
I. INTRODUCTION	1
Background & Purpose	2
MTIP Development	2
MTIP Development Flow Chart	3
MPO Certification Statement	6
Consistency with the Metropolitan Transportation Plan	7
Consistency with Congestion Management Process	7
Determination of Conformity with Air Quality State Implementation Plan (SIP)	8
II. FINANCIAL PLAN AND RESOURCES	11
Introduction	12
Project Selection	13
Description of Revenue Sources	13
Financial Feasibility Summary	18
III. 2014-2017 FUNDING SECURED PROJECTS	19
Introduction	20
2014 Summary (By Funding Source)	21
2015 Summary (By Funding Source)	24
2016 Summary (By Funding Source)	26
2017 Summary (By Funding Source)	28
Washington State STIP Report (Projects Description by Agency)	29
Appendices	A-1
A. Major Project List	A-2
B. CMAQ Project List	A-4
C. Public Comments	A-6

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL

RTC BOARD OF DIRECTORS

Nancy BakerPort of Vancouver Commissioner (Port Representative)
Jack Burkman (Vice Chair)Vancouver Council Member
Shirley CraddickMetro Councilor, Portland, Oregon
Bill Ganley (Chair)Battle Ground City Council Member (Cities North Representative)
Jeff HammC-TRAN Executive Director/CEO
David MadoreClark County Commissioner
Doug McKenzieSkamania County Commissioner (Skamania Co. Representative)
Tom MielkeClark County Commissioner
David PoucherWhite Salmon City Mayor (Klickitat County Representative)
Melissa Smith.....Camas City Council Member (Cities East Representative)
Jeanne StewartVancouver Council Member
Steve StuartClark County Commissioner
Jason TellOregon Department of Transportation, Region One Manager
Don Wagner.....WSDOT Southwest Region Administrator
Senate & House Members (15 Non-Voting)Washington State Legislative Districts 14, 17, 18, 20, and 49

RTC Staff

Dean Lookingbill (Secretary/Treasurer)RTC Transportation Director

RTC MEMBER JURISDICTIONS

Clark County	City of La Center	Port of Ridgefield
Klickitat County	City of White Salmon	Port of Camas/Washougal
Skamania County	City of Bingen	Port of Klickitat
City of Vancouver	City of Goldendale	Port of Skamania County
City of Camas	City of Stevenson	C-TRAN
City of Washougal	City of North Bonneville	Washington State Department of Transportation
City of Battle Ground	Town of Yacolt	Oregon Department of Transportation
City of Ridgefield	Port of Vancouver	Metro

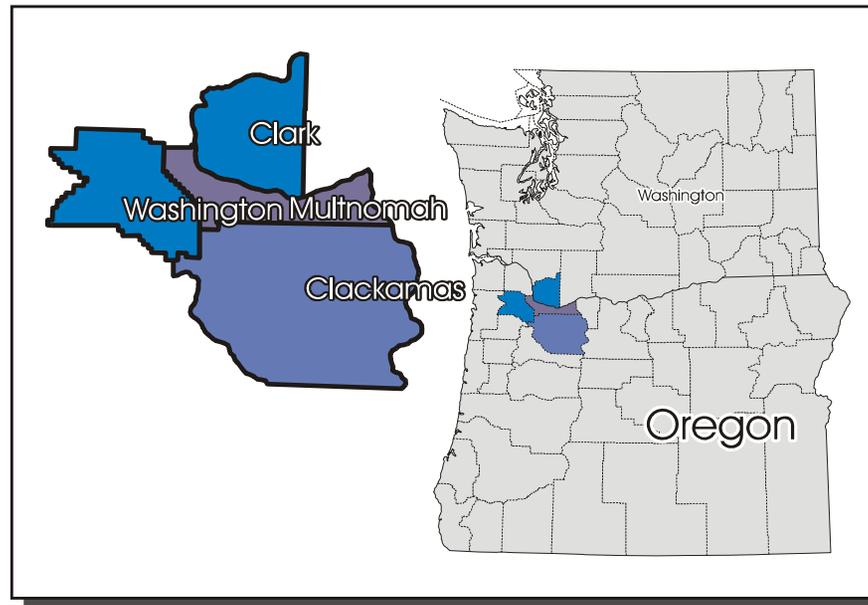
**REGIONAL TRANSPORTATION ADVISORY COMMITTEE
(RTAC)**

Katy BrooksPort of Vancouver
 Jennifer Campos.....City of Vancouver
 Rob Charles.....City of Washougal
 Jim CarothersCity of Camas
 Mike ClarkWSDOT
 Mark HercegCity of Battle Ground
 Todd JuhaszODOT
 Dean LookingbillRTC (Chair)

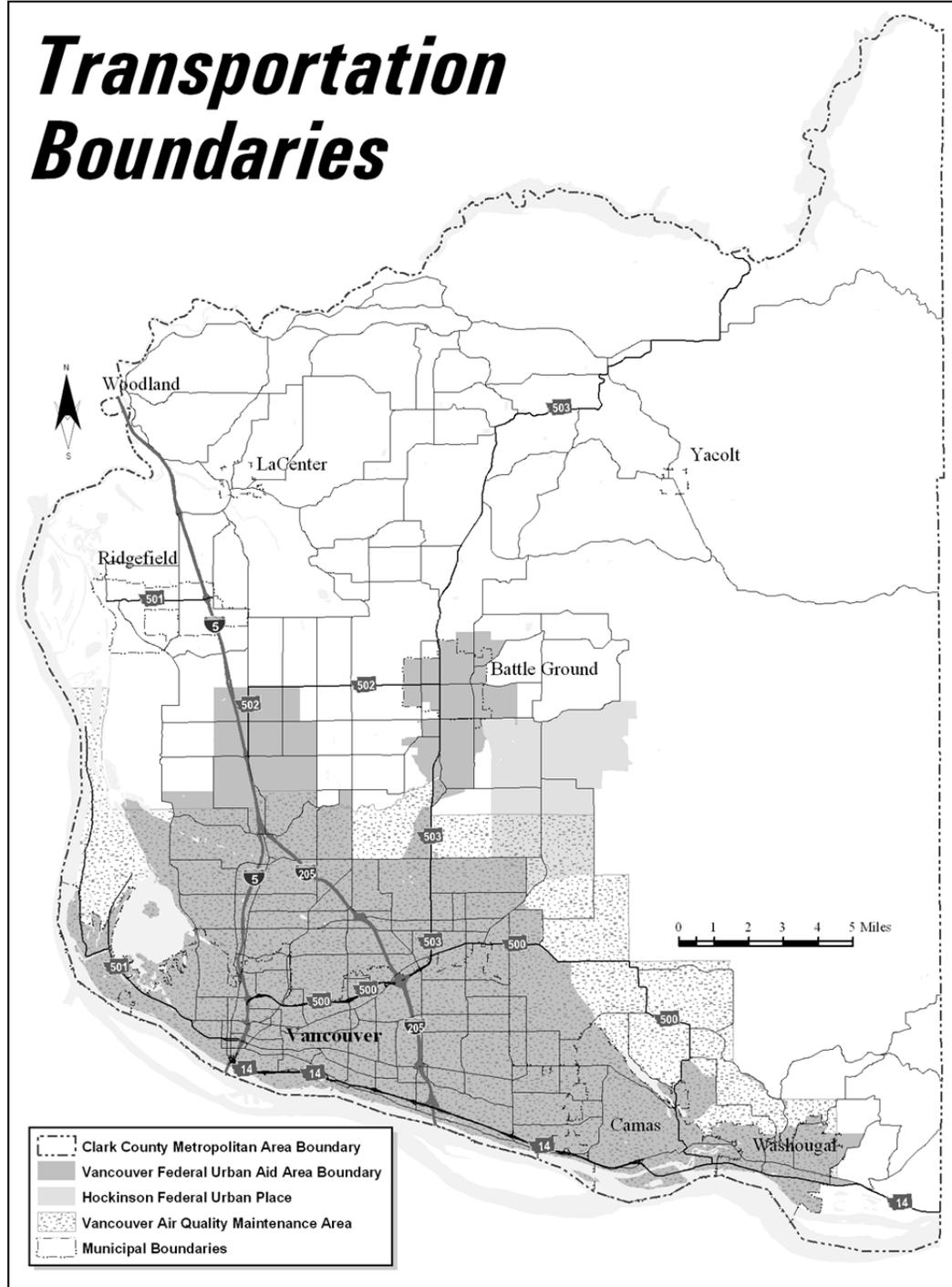
Bryan KastCity of Ridgefield
 Colleen KuhnHuman Services Council
 Mike Mabrey.....Clark County
 Chris Malone.....City of Vancouver
 Josh NaramoreMetro
 Tom Shook.....C-TRAN
 Bill WrightClark County

LOCATION OF CLARK COUNTY

Southwest Washington Regional Transportation Council (RTC) is the Metropolitan Planning Organization (MPO) for Clark County, Washington. Clark County is located in the southwestern part of Washington State on the Columbia River, approximately 70 miles from the Pacific Ocean. The Columbia River forms the western and southern boundaries of the County, and provides over 41 miles of river frontage. Urban Clark County is part of the northeast quadrant of the Portland, Oregon metropolitan area.



Transportation Boundaries



CHAPTER 1

INTRODUCTION

BACKGROUND AND PURPOSE

The Metropolitan Transportation Improvement Program (MTIP) is a list of all federally funded and regionally significant state and local funded transportation projects within the Clark County, Washington region. Only regionally significant projects that plan to obligate funds within the next four years are included in the MTIP. If a project has already obligated funds, will obligate funds after four years, or if funds are not secured, the project is not included in the MTIP. The MTIP includes a priority list of projects to be carried out in each of the next four years and a financial plan that demonstrates how it can be implemented. The purpose of the MTIP is to demonstrate that available transportation resources are being used to implement the region's long range Metropolitan Transportation Plan (MTP).

A Transportation Improvement Program must be developed for each metropolitan area by the Metropolitan Planning Organization (MPO) in cooperation with the State and transit operators. The Southwest Washington Regional Transportation Council (RTC) is the federally designated MPO for the Clark County, Washington region. RTC is the lead agency for transportation planning and decision-making for the region. The MTIP is generally prepared each year, but must be updated at least every four years. The MTIP process is used to determine which projects from the Metropolitan Transportation Plan will be given funding priority year by year.

MTIP DEVELOPMENT

Process

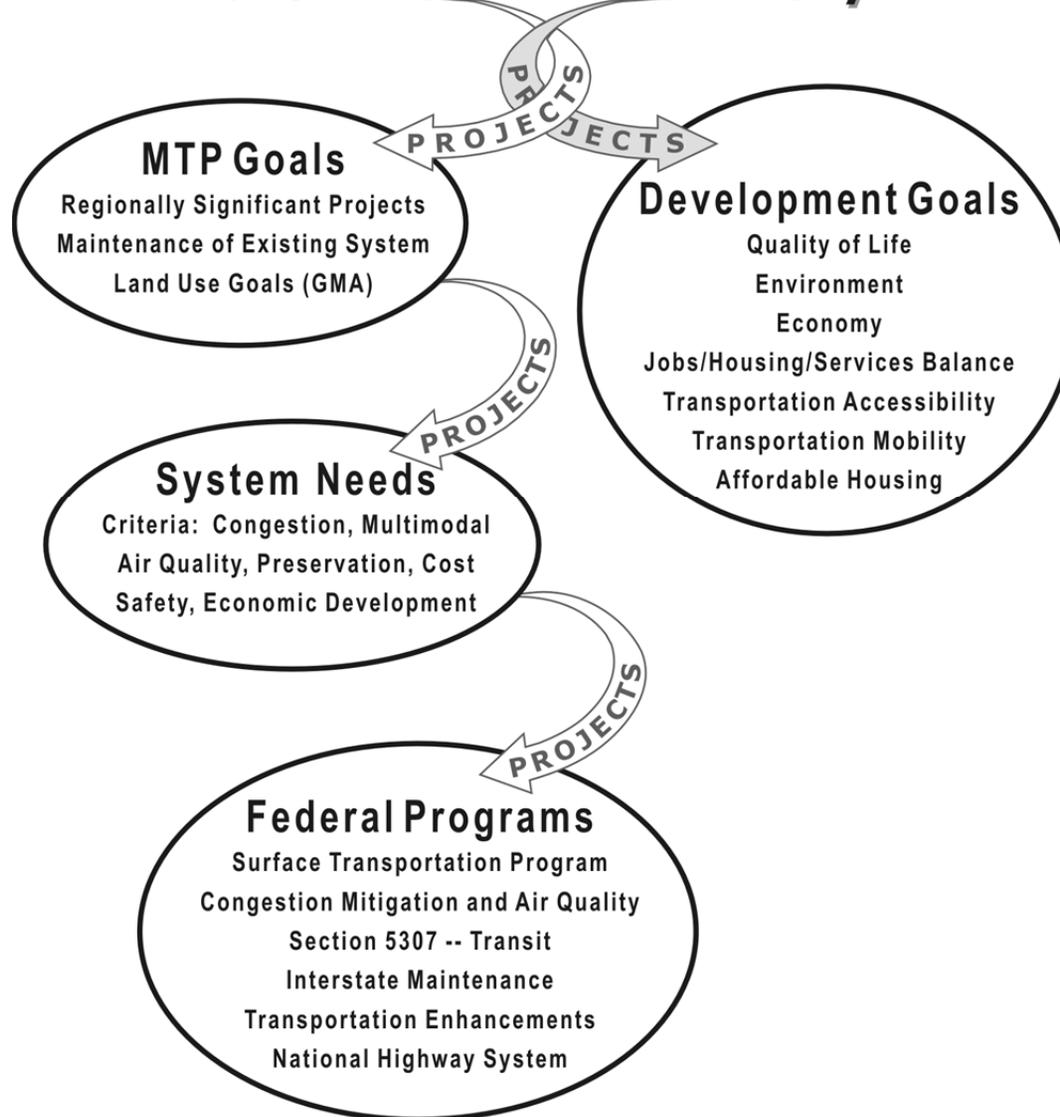
The RTC Transportation Improvement Program is a product of the regional transportation planning process, which is conducted cooperatively by RTC, the Washington State Department of Transportation, local general-purpose governments, and C-TRAN.

Although federal transportation revenues are prioritized through federal, state, and regional processes, all projects are programmed through the regional decision making process. The overall MTIP development process approach is founded on the current federal transportation reauthorization act. The Metropolitan Transportation Plan is utilized as the framework plan, system needs analyses are incorporated, projects are evaluated and prioritized against a set of criteria, and funding resources are identified to meet project needs.

All projects are reviewed for consistency with the Metropolitan Transportation Plan, as a condition for incorporation into the MTIP. At the regional selection level, the needs criteria are intermodal/multimodal and address project funding across all federal funding categories. The criteria supports the implementation of the Congestion Management Process. The needs criteria reflect the system performance goals and measures from the Metropolitan Transportation Plan. The wider range of criteria includes Mobility, Multimodal, Safety, Economic Development, Financial/Implementation, and Sustainability/Air Quality. Funding flexibility is addressed to identify funding resources to meet project needs. Generally, funds are not transferred between funding sources at the regional level.

Transportation Land Use

C o n c u r r e n c y



Coordination with adjacent MPOs

Clark County, Washington forms part of the Portland-Vancouver metropolitan area, the remainder of the metropolitan area being in the state of Oregon. Coordination and cooperation in transportation planning activities between the two states are afforded by cross-representation on transportation technical and policy committees and by coordination in the development of the Metropolitan Transportation Plan, Transportation Improvement Program, and Unified Planning Work Program.

Public Involvement Process

RTC is committed to a public involvement process that is proactive, supports early and continuous participation, provides timely information, reasonable public notice and time for public review, public access, makes information available on Web, and uses visualization techniques. In addition, RTC holds and attends meetings and considers public suggestions and recommendations received during the development process. The process for updating and amending the MTIP is directed by procedures contained in RTC's Public Participation Plan.

Federal transit and highway planning regulations governing the metropolitan planning process require RTC to include a public participation process when developing the Metropolitan Transportation Plan and Transportation Improvement Program. The Federal Transit Administration also requires that RTC's public participation requirements associated with the development of the Program of Projects (POP) for Section 5307 must meet certain requirements. The Transportation Improvement Program and Public Participation Plan satisfy the public participation requirements for the POP. Public notices of public involvement activities and times established for public review and comment on the MTIP state that they satisfy the POP requirements of the Section 5307 program.

The MTIP is also developed from the adopted local transportation improvement programs compiled annually by each agency. As required by law, each local agency conducts a public involvement process in the development and review of their local TIP. These processes vary by jurisdiction, but all culminate in a formal public hearing prior to adoption by the local governing boards. RTC staff participates in many of these public outreach processes. While the individual local TIPs have included a public involvement process, RTC continues this public involvement process for the MTIP as outlined in RTC's Public Participation Plan.

Citizens and appropriate parties were provided a reasonable opportunity to comment on the MTIP through a public involvement process. RTC participated in numerous public meetings, open houses, and neighborhood meetings at various times and locations throughout the year. An MTIP public comment period lasting from August 22, 2013 until October 1, 2013 was provided. The draft MTIP document and project information was made available during the public comment period. Notices of the opportunity to comment on the MTIP were distributed to the local media, neighborhoods, and other interested parties. News releases and other MTIP information were made available on the RTC Web Site. From June 2013 through October 2013, public discussions of the MTIP were held during meetings of the RTC Board of Directors, RTAC (technical committee), and other public outreach efforts. Public comments received during the comment period will be compiled and addressed in the appendices for the metropolitan Transportation Improvement Program.

MTIP Administration

Occasionally changes need to be made to the MTIP following its adoption. Federal regulations permit changes to the MTIP if the procedures for doing so are consistent with federal requirement. These changes will be handled through three separate processes (Update, Administrative Modification, and MTIP Amendment). These processes differ in the action that is required. Updates do not substantially change a project and can be handled administratively by RTC Staff. Administrative Modifications are minor changes that require approval from the RTC Transportation Director. Amendments are substantial changes to projects that require action from the RTC Board of Directors. RTC's MTIP administration processes will be carried out through RTAC and RTC Board meetings, consistent with the Public Participation Plan. It is important to note that in some cases the RTC MTIP administration process may differ from that of the State. These MTIP Administration processes are further explained and procedures are outline below:

Updates: Include minor changes which do not require the MTIP to be changed prior to project implementation.

- Moving a project within the four years of the MTIP.
- Changes in federal funding sources.
- Adjustment in a project's funding to meet award of contract.
- Moving selected dollars to next project phase (Preliminary Engineering to Right-of-Way or Right-of-Way to Construction).

Process:

- 1) Local agency notifies RTC staff of change.
- 2) If considered an Update, RTC staff will work with WSDOT staff to make the appropriate Update to the MTIP and STIP.

Administrative Modification: Projects that meet the following conditions can be administratively modified into the MTIP at the discretion of the RTC Transportation Director.

- Minor changes or errors in project information.
- Changes in federal funding amounts less than 30% or any amount less than \$3 million.
- Revisions to lead agency.
- Adding a prior phase of a project not previously authorized.
- Addition of federal aid project that has approval from selecting agency and does not exceed \$3 million in federal funding (STIP Amendment Required).
- Deletion of project (STIP Amendment Required).
- Restoration of project to the MTIP that was included in a previous version of the MTIP (STIP Amendment Required).

Process:

- 1) Local agency submits written request for change to RTC.
- 2) RTC staff evaluates request for change for financial feasibility, air quality, consistency with MTP, etc.
- 3) RTC Transportation Director approves as an Administrative Modification.

- 4) RTC staff will work with WSDOT staff to make the appropriate changes to the MTIP and STIP.
- 5) RTAC is notified of all Administrative Modifications to the MTIP.
- 6) All Administrative Modifications will be identified on the RTC MTIP Web page.

Amendments: Projects that meet the following conditions will require an amendment and approval from the RTC Board of Directors:

- Adding a new project greater than \$3 million.
- Major scope changes.
- Changes to a project that affects air quality conformity.
- Changes (addition or reduction) to a project's total that exceed 30% (or greater than \$3 million).

Process:

- 1) Local agency submits written request for amendment to RTC.
- 2) RTC staff evaluates request for amendment for financial feasibility, air quality, consistency with MTP, etc.
- 3) The Regional Transportation Advisory Committee reviews request for amendment and makes a recommendation to the RTC Board.
- 4) The RTC Board takes action on the MTIP amendment, following public notice and comment on the amendment.
- 5) MTIP amendment is forwarded to the Washington State Department of Transportation for inclusion in STIP.
- 6) All MTIP Amendments will be identified on the RTC MTIP Web page.

Transportation Alternatives Program (TAP) Process

Selection of TAP projects is accomplished through the regional planning process. The process includes the following steps: 1) Explanation of the process through established regional transportation meetings, 2) Applications received by deadline, 3) Evaluation of projects by the Regional committee, using regional criteria, 4) RTAC recommends ranked list of projects to RTC Board, and 5) RTC Board approves ranked list of projects.

MPO CERTIFICATION STATEMENTS

The transportation planning process carried out by the Southwest Washington Regional Transportation Council (RTC), as the MPO for the Washington portion of the Portland-Vancouver Metropolitan Area, is certified for funding under FHWA programs and for planning, operating, and capital assistance under FTA programs. The Washington State Governor designated RTC as the MPO, on July 8, 1992.

In accordance with 23 CFR Part 450.334 [Revised as of April 1, 2009] the Washington State Department of Transportation (WSDOT) and the Southwest Washington Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Washington portion of the Portland-Vancouver Metropolitan Planning Area (MPA), hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including: 23 U.S.C. 134, 49 U.S.C. 5303, and

this subpart; In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93; Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21; 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity; Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects; 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts; The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, 38; The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance; Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

CONSISTENCY WITH METROPOLITAN TRANSPORTATION PLAN

The Metropolitan Transportation Plan (MTP) identifies and recommends highway, transit, and other transportation related improvements needed to ensure an adequate level of mobility for Clark County. Projects included in the Metropolitan Transportation Improvement Program (MTIP) are drawn either directly from specific recommendations made in the Metropolitan Transportation Plan, or developed from a more general series of recommendations (e.g. preservation and maintenance of transportation facilities, traffic safety improvements, facilities for bicycles and pedestrians, system management, demand management, etc.). The project-sponsoring agencies develop specific project proposals which are consistent with the MTP recommendations.

Only projects consistent with MTP are included in the MTIP as required by federal law. This means that even fully funded projects would be excluded from the MTIP if they were inconsistent with the MTP. Projects are reviewed for consistency with the MTP, as they are considered for inclusion or amendment into the MTIP.

CONSISTENCY WITH CONGESTION MANAGEMENT PROCESS

The Congestion Management Process (CMP) is a federal transportation planning requirement. The purpose of the Congestion Management Process is to apply strategies that can improve transportation system performance and reliability. The Congestion Management Process provides accurate, up-to-date information on transportation system performance. Overall, the Congestion Management Process supports the long-term transportation goals and objectives as contained in the Metropolitan Transportation Plan.

RTC updates the Congestion Management Process annually, resulting in an annual report. The Congestion Management Process report addresses travel time, speed, vehicle occupancy, intersection delay, transit, mode choice, and other performance measures. The annual report serves as a tool for monitoring the region's traffic congestion and provides information to help guide the investment of transportation funds.

DETERMINATION OF CONFORMITY WITH AIR QUALITY STATE IMPLEMENTATION PLAN (SIP)

Introduction

Required under the Federal Clean Air Act, the State Implementation Plan (SIP) provides a blueprint for how maintenance areas will meet the National Ambient Air Quality Standards (NAAQS). Plan conformity analyses and a positive finding of conformity are required by the Federal Clean Air Act, the Moving Ahead for Progress in the 21st Century (MAP-21), and the Clean Air Washington Act. Positive conformity findings allow the region to proceed with implementation of transportation projects in a timely manner.

Transportation conformity is a mechanism for ensuring that transportation activities, plans, programs and projects are reviewed and evaluated for their impacts on air quality prior to funding or approval. The intent of transportation conformity is to ensure that new projects, programs, and plans do not impede an area from meeting and maintaining air quality standards. Specifically, regional transportation plans, improvement programs, and projects may not cause or contribute to new violations, exacerbate existing violations, or interfere with the timely attainment of air quality standards.

On March 15, 1991, the Governor of Washington State designated the urban area of the Vancouver portion of the Portland-Vancouver Interstate Air Quality Maintenance Area as a marginal non-attainment area for ozone (O₃) and a moderate carbon monoxide (CO) non-attainment area. This action was taken in accordance with Section 107 of the Federal Clean Air Act as amended in 1990.

The Southwest Clean Air Agency (SWCAA) developed, as supplements to the State Implementation Plan, two Maintenance Plans; one for Carbon Monoxide (CO) and another for Ozone (O₃). In October 1996, the Carbon Monoxide Maintenance Plan and in April 1997, the Ozone Maintenance Plan were approved by the Environmental Protection Agency (EPA). Mobile source strategies contained in the Maintenance Plans were endorsed for implementation by the RTC Board of Directors (Resolution 02-96-04).

Air Quality Status

Under the 1997 8-hour federal Ozone standard, the Vancouver/Portland Air Quality Maintenance Area (AQMA) was re-designated from “maintenance” to “unclassifiable/attainment” for Ozone and no longer needs to demonstrate conformity for Ozone. Consequently, as of June 15, 2005, regional emissions analyses for ozone precursors in the Plan (MTP) and Program (MTIP) are no longer required.

The Vancouver AQMA is currently designated as a CO maintenance area. In January 2007, the Southwest Clean Air Agency submitted a Limited Maintenance Plan (LMP) for CO to the Environmental Protection Agency. Based on the population growth assumptions contained in the Vancouver Limited Maintenance Plan and the LMP’s technical analysis of emissions from the on-road transportation sector, it was concluded that the area would continue to maintain CO standards. Therefore, regional conformity is presumed and regional emissions analyses and emission budget tests are no longer required.

While areas with approved maintenance plans are not subject to the budget test, they are subject to meeting other transportation conformity requirements of 40 CFR part 93, subpart A, which include timely implementation of SIP transportation control measures, transportation plans and projects that comply with the fiscal constraint requirement, interagency consultation and that conformity determinations should be made at least every four years. Projects are still subject to air quality conformity analysis to ensure they do not cause or contribute to any new localized carbon monoxide violations.

Applicable State Implementation Plan

Implementation plans currently in effect for the Vancouver Air Quality Maintenance Area are the 2007 second 10-Year Maintenance Plan for Carbon Monoxide approved by the EPA (73 FR 36439; June 27, 2008) and the 2006 Ozone Maintenance Plan for Vancouver, Washington. The plan demonstrates compliance with the 8-hour ozone standard through 2015 and contains an ozone contingency plan to prevent or correct any measured violation of the 8-hour ozone standard. On November 19, 2007, EPA published a Federal Register notice of the CO Maintenance Plan's adequacy for transportation conformity purposes.

CO Limited Maintenance Plan

Carbon monoxide emissions forecasts contained in the Limited Maintenance Plan for on-road mobile sources show a continued decline in CO emissions during the Maintenance Plan period. The 2002 base year for the Limited Maintenance Plan shows 383,058 pounds a day for CO on-road mobile sources. The Limited Maintenance Plan forecast CO emissions for 2019, are almost half (52%) of the base.

The mobile source emissions forecasts were derived using the population and employment growth assumptions contained in the adopted Clark County Comprehensive Plan. As described in Chapter 2 of the MTP, the population forecast in the Comprehensive Plan is based on the high range of allowable population growth from the Office of Financial Management (OFM) projection. Regional population growth in the long range plan is forecast to increase at an annual average rate of 1.66% to 641,800 in 2035. By comparison, the measured rate of population growth in Clark County was 0.62% per year from 2010 (425,363 population) to 2011 (428,000 population). OFM data will be used to monitor population growth for Clark County and will be compared with the growth rates assumed in the Comprehensive Plan.

The Maintenance Plan calls for the Southwest Clean Air Agency to track countywide mobile emissions through the Ecology emission inventories triennially to verify continued attainment. Transportation analysis and Vehicle Miles Traveled data required to estimate emission inventories will be provided by RTC.

Consultation Process

Federal and state rules and regulations require formal consultation procedures for conducting conformity analysis. RTC regularly coordinates and cooperates with air quality consultation agencies (Washington State Department of Ecology, EPA, FHWA, FTA, WSDOT, and SWCAA) on air quality technical analysis protocol and mobile emissions estimation procedures. The consultation

process includes discussion and review of regulatory and technical requirements for plan, program and project conformity. RTC consults with the agencies in the review, update, testing, and use of the Motor Vehicle Emissions Simulator emissions model to ensure accuracy and validity of model inputs for the Clark County region and ensure consistency with state and federal guidance. RTC participates with partner air consultation agencies in an annual air quality conformity review process.

Air Quality Conformity Methodology and Results

Regional emissions analysis for ozone and carbon monoxide is no longer required for the Metropolitan Transportation Plan for Clark County.

Status of Transportation Control Measures

The SIP for Washington State includes an enhanced I/M vehicle emissions testing program for the Vancouver portion of the Portland-Vancouver Air Quality Maintenance Area. Washington's vehicle emission inspection program was added to the Vancouver urban area in 1993 and expanded to Brush Prairie, Battle Ground, Ridgefield and La Center in 1997. The program will continued through the end of the 20-Year CO Maintenance period unless it is removed from the SIP.

Although not required as TCM's, there are plans for improved public transit and transit facilities. Additional efforts that contribute to emissions reductions include the 2006 Commute Trip Reduction (CTR) Efficiency Act that replaced the 1991 CTR Act. The CTR program calls for reduction of single occupant vehicle travel by major employers in the affected Urban Growth Areas of Clark County. As required by the CTR Efficiency Act, the RTC Board of Directors adopted RTC's Regional CTR Plan and local CTR Plans for Vancouver, Camas, Washougal and unincorporated Clark County in early October 2007 (Resolution 10-07-21). Vancouver has also voluntarily developed the Downtown Vancouver Growth and Transportation Efficiency Center (GTEC) Plan that was certified by RTC and submitted to the State along with the regional and local CTR Plans. In addition, public education and outreach programs are supported by Southwest Clean Air Agency.

Conformity Determination

The 2014-2017 Metropolitan Transportation Improvement Program (MTIP) for Clark County does not contribute to violations of ozone or carbon monoxide emission standards.

CHAPTER II

FINANCIAL PLAN AND RESOURCES

INTRODUCTION

Federal rules require that Metropolitan Transportation Improvement Programs (MTIP) prepared by MPOs include a financial plan that demonstrates that the program is financially realistic for each year of the MTIP. The MPO, public transit agencies, and State cooperatively develop estimates of funds that are reasonably expected to be available to support program implementation. These estimates are then used by RTC to ensure that projects identified in the MTIP can be funded within the anticipated revenue stream. This Chapter contains the financial plan including a description of assumptions and revenue sources available for transportation projects in the Transportation Improvement Program.

It is important to note that although the information presented in the financial plan covers sources of revenue and expenditures on all transportation projects, only the projects that are federally funded or regionally significant are specifically listed in the MTIP.

The MTIP is financially constrained, meaning that the amount of funding programmed does not exceed the amount of funding estimated to be available. All projects programmed in the MTIP are considered to have a reasonable expectation of being fully funded, even if funding is outside of the four-year MTIP program period.

Assumptions

Projects programmed in the Metropolitan Transportation Improvement Program (MTIP) reflect costs in year of expenditure dollars. The financial plan assumes that 100 percent of federal allocations will be available. For funding sources with a regional allocation (Section 5307, CMAQ, STP), the number of dollars available is based on the previous year's allocations or estimates produced by the Washington State Department of Transportation. For State or Federal selected funding sources, the regional total is assumed to be equal to the total of projects selected by the Washington State Department of Transportation or by federal agencies.

Operation and Maintenance Cost

The region needs to ensure that sufficient money is available to adequately maintain, preserve, and operate the transportation system already in place. It costs, on average, \$39.4 million annually to operate and maintain the entire road system in Clark County. It costs, on average, \$42.3 million annually to operate and maintain C-TRAN service. Fuel cost has had a significant impact on operation and maintenance budget since 2008. The entire transportation system costs approximately \$81.7 million to operate and maintain. The region has been experiencing a 4-5% increase in operation and maintenance cost per year.

These costs are likely to take up a greater percentage of available revenues over time as the transportation system ages and grows. WSDOT, Clark County, cities, and C-TRAN have set standards and have identified major operation and maintenance costs. Local jurisdictions/agencies program the operation and maintenance of the transportation system as a high priority of their transportation budget. These operation and maintenance costs are assumed to be covered through available resources.

PROJECT SELECTION

In order to meet the federal requirements, all federal projects programmed in the 2014-2017 Metropolitan Transportation Improvement Program are considered selected projects. However, due to federal fiscal constraints in any one year and a statewide management of funds on a first come basis, implementation of projects in the year programmed cannot be guaranteed.

DESCRIPTION OF REVENUE SOURCES

FEDERAL

The federal gas tax and other transportation fees and taxes are the major federal revenue sources for transportation funding. On July 6, 2012, the President signed into law the Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 provides funding for fiscal years 2013 and 2014. MAP-21 incorporated performance measures to provide a more efficient investment of Federal transportation funds. MAP-21 restructures core transportation programs with programs created, eliminated, or restructured under other programs. This document includes a brief description of MAP-21 programs.

National Highway Performance Program (NHPP): This program provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in the State's asset management plan for the NHS. Under MAP-21 the Nation Highway System is expanded to include all principal arterials.

Surface Transportation Program (STP): This program provides flexible funding that may be used for projects to preserve and improve the conditions and performance of any Federal-aid highway, bridge, and tunnel on any public road. This includes improvements to roads, pedestrian and bicycle infrastructure, and transit capital projects. STP funds are divided between the follow programs:

- **STP-Urban Large (STP-UL):** Formula allocation to the Clark County Transportation Management Area based on the population of the Vancouver Urban boundary, which includes the urban area of Vancouver, Battle Ground, Camas, and Washougal. RTC (MPO) selects projects for funding.
- **STP-Rural (STP-R):** Formula allocation for projects outside the Urban Area boundary. RTC (MPO) selects projects for funding.
- **STP-State (STP-S):** Formula allocation to the Washington State Department of Transportation, for use on State highway projects. The State selects projects.

Highway Safety Improvement Program (HSIP): This program is intended to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The HSIP requires a data-driven, strategic approach to improving highway safety.

Congestion Mitigation and Air Quality (CMAQ): This program is continued in MAP-21 to provide a flexible funding source for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for Ozone, carbon monoxide, or particulate matters and for former nonattainment areas that are now in compliance (maintenance areas).

Transportation Alternatives Program (TAP): MAP-21 established a new program to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The TAP replaces the funding from Recreational Trails, Safe Routes to School, and several other discretionary programs, wrapping them into a single funding source.

Community Development Block Grant (CDBG): CDBG funds are administered by the Department of Housing and Urban Development (HUD). Funds can be used for public facilities, economic development, housing, and comprehensive projects which benefit low and moderate income households. Projects are selected by the county.

FTA Section 5307: This program provides grants to Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. These funds constitute a core investment in the enhancement and revitalization of public transportation systems in the nation's urbanized areas, which depend on public transportation to improve mobility and reduce congestion. Funds are allocated to the region.

FTA Section 5309: Provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. These are discretionary funds.

FTA Section 5310: This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

FTA Section 5337: A new formula-based State of Good Repair program is dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT). These funds reflect a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development.

FTA Section 5339: Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

STATE

On the State level, the Motor Vehicle Fuel Tax is the primary funding source for highway maintenance and arterial construction. In addition, the state has other taxes and fees that support the funding of transportation improvements. Some of the programs funded by these revenues are described below:

Washington State Department of Transportation (WSDOT): The Washington State Department of Transportation administers state and federal funded state highway projects. State transportation revenues are divided into separate programs. The budget for these programs is determined by the state legislature. WSDOT then prioritizes projects and determines which projects can be constructed within the budget of each program.

WSDOT Grant Programs: WSDOT administers many transportation related grants that are available to local agencies. However, most of these programs are dependent on the legislature allocating funding and can vary from year to year.

Transportation Improvement Board (TIB) Programs: The Washington State Legislature create the Transportation Improvement Board (TIB) to foster state investment in quality local transportation projects. The TIB distributes grant funding, which comes from the revenue generated by three cents of the statewide gas tax, to cities and urban counties for funding transportation projects. The TIB identifies and funds the highest ranking transportation projects based on criteria established by the Board for each program.

1. **Urban Arterial Program (UAP):** Funding provided to improve safety and mobility along arterial streets in urban areas. The UAP program requires a minimum 20% local match.
2. **Urban Corridor Program (UCP):** Funding provided for arterial street improvements that are coordinated among governmental agencies and support economic development. The UCP program requires a minimum 20% local match.
3. **Sidewalk Program (SP):** Funding provided for pedestrian projects that enhance and promote pedestrian safety and mobility. There is both an urban and small city sidewalk Program. The Urban program requires a minimum 20% local match, while the Small City program generally requires a 5% match.
4. **Small City Arterial Program (SCAP):** Funding provided to preserve and improve the arterial roadway system for cities under 5,000 population. A local match of 5% or greater is required; a jurisdiction with a population under 500 needs 0% local match.
5. **Small City Pavement Preservation Program (SCPPP):** Provides funding for rehabilitation and maintenance of the small city roadway system.
6. **Federal Match:** Funding provided to meet the local match of some federally funded projects in small cities (population under 5,000). The program provides match for federal Bridge, TEA-21, and FEMA projects. The match varies by program between 12.5% and 20%. The Transportation Improvement Board funds are made available following approval of federal funds.

County Road Administration Board (CRAB): The County Road Administration Board (CRAB) was created by the Legislature in 1965 to provide statutory oversight of Washington’s thirty-nine county road departments. CRAB manages two grant programs to assist counties in meeting their transportation needs.

1. **Rural Arterial Program (RAP):** This is a state fund for financing arterial road improvements in rural areas. RAP funds cannot be used for right-of-way. Projects are rated by five criteria: (1) structural ability to carry loads; (2) capacity to move traffic at reasonable speeds; (3) adequacy of alignment and related geometrics; (4) accident experience; and (5) fatal accident experience. Projects are selected by the County Road Administration Board. The costs are shared 90% State and 10% local match.
2. **County Arterial Preservation Program (CAPP):** Funding is provided for the preservation of existing paved county arterials. Funding is provided to counties as direct allocation based on paved arterial lane miles by the County Road Administration Board.

Washington State Recreation and Conservation Office (RCO): The RCO manages nine grant programs, including the largest park grant program in the state of Washington. RTO creates and maintains opportunities for recreation, protects the best of the state’s wild lands, and contributes to the state’s effort to recover salmon from the brink of extinction.

Community Economic Revitalization Board (CERB): CERB was established by the legislature to make loans and/or grants for public facilities, including roads, which will stimulate investment and job opportunities, reduce unemployment, and foster economic development. The Community Economic Revitalization Board selects projects.

Public Works Trust Fund (PWTF): The Public Works Board was created by the legislature to meet public works needs to sustain livable communities and selects projects for the Public Works Trust Fund. The Public Works Trust Fund provides low interest loans to local governments for infrastructure improvements and is funded by utility taxes. These loans have a 4-year term for pre-construction and 20-years for construction with an interest rate of one-half percent.

LOCAL

Local revenue comes from a variety of sources such as property tax and impact fees for highway projects and sales tax for transit projects. Other revenues include moneys from permits, fees, and taxes.

Property Tax: Clark County allocates a portion of their property taxes to the County Road Fund (Approximately \$2.25 per \$1,000 of assessed value). Cities also receive transportation dollars from the city’s general funds, of which property taxes are a major revenue source.

Arterial Street Fund (ASF): This is the distribution of the state gasoline tax to cities and counties based on each jurisdiction’s population.

Transportation Impact Fees (TIF): Transportation impact fees were authorized by the 1990 Legislature to address the impact of development activity on transportation facilities. Jurisdictions within Clark County have established Transportation Impact Fee programs. Generally, new developments and redevelopments are assessed a Traffic Impact Fee, based on their impact to the transportation system.

Road Improvement District (RID): RID's can be formed and funded by properties benefiting from an improvement. They are usually formed at the request of property owners. Local government will build the project using revenue bonds from road improvement district.

Frontage Improvement Agreements: Most developments are required to construct frontage improvements. In cases where the development abuts a proposed road improvement project, it is often beneficial for the developer to pay local government for their share of the road improvement and for local government to construct the improvements as part of the overall capital project.

Latecomers Fees: According to State law, new developments and re-developments may be charged "Latecomer Fees" by the County for improvements that would have been required for their development, but have been constructed by the County.

Sales and Use Tax: C-TRAN's major revenue source is a 0.7% sales and use tax. A 0.3 percent sales tax that was approved in 1980 , additional 0.2 was approved by voters in 2005, and additional 0.2 was approved by voters in 2011. This sales and use tax is a portion of the sales and use tax charged within Clark County. The tax rate can be raised to as much as 0.9% with voter approval.

RCW 81.104 (High Capacity Transit Legislation): RCW 81.104 authorizes local jurisdictions to plan for and finance high capacity transportation systems through voter-approved tax options. Funding options include an employer tax, special motor vehicle excise tax, and sales and use tax.

Transit-Fare: This is the amount of revenue generated by transit fare, ticket, and pass sales.

FINANCIAL FEASIBILITY SUMMARY

The MTIP for Clark County demonstrates that it is a financially realistic program, in that projected revenue by program is adequate to meet the estimated cost of programmed projects for each year. A summary of financial feasibility is presented in the following table.

2014-2017 Financial Feasibility Summary

9/12/2013

(Cost in Thousands of Dollars)

Funding Type	Year	Carry-Over Previous Yr.	Allocation	Available Revenue	Program Totals	Remaining Funds
Section 5307	2014	\$4,720	\$4,700	\$9,420	\$9,297	\$123
Section 5310	2015	\$123	\$4,700	\$4,823	\$4,577	\$246
Section 5337	2016	\$246	\$4,700	\$4,946	\$4,577	\$369
Section 5339	2017	\$369	\$4,700	\$5,069	\$4,577	\$492
CMAQ	2014	(\$1,611)	\$3,100	\$1,489	\$1,008	\$481
	2015	\$481	\$3,100	\$3,581	\$1,647	\$1,933
	2016	\$1,933	\$3,100	\$5,033	\$5,013	\$20
	2017	\$20	\$3,100	\$3,120	\$2,733	\$387
STP Regional	2014	(\$710)	\$5,500	\$4,790	\$4,343	\$447
	2015	\$447	\$5,500	\$5,947	\$4,095	\$1,852
	2016	\$1,852	\$5,500	\$7,352	\$5,020	\$2,332
	2017	\$2,332	\$5,500	\$7,832	\$1,573	\$6,259
TE TAP	2014	\$1,175	\$489	\$1,663	\$1,399	\$264
	2015	\$264	\$489	\$753	\$464	\$289
	2016	\$289	\$489	\$777	\$502	\$276
	2017	\$276	\$489	\$764	\$0	\$764
State Selected HSIP, NHPP, STP-State, BR	2014	\$0	\$5,364	\$5,364	\$5,364	\$0
	2015	\$0	\$5,046	\$5,046	\$5,046	\$0
	2016	\$0	\$4,488	\$4,488	\$4,488	\$0
	2017	\$0	\$0	\$0	\$0	\$0
Discretionary Demo	2014	\$0	\$1,761	\$1,761	\$1,761	\$0
	2015	\$0	\$750	\$750	\$750	\$0
State/Local	2014	\$0	\$111,554	\$111,554	\$111,554	\$0
	2015	\$0	\$10,721	\$10,721	\$10,721	\$0
	2016	\$0	\$4,141	\$4,141	\$4,141	\$0
	2017	\$0	\$2,351	\$2,351	\$2,351	\$0
Financial Feasibility		\$3,574	\$201,330	\$204,903	\$197,001	\$7,902

CHAPTER III

2014-2017 Funding Secured Projects

INTRODUCTION

Chapter III includes the list of all federally funded and regionally significant funded transportation projects within the Clark County, Washington region. Only regionally significant projects that plan to obligate funds within the next four years are included in this chapter. The list of projects included in the Metropolitan Transportation Improvement Program (MTIP) often change and the most updated list of projects can be found at <http://webpub1.wsdot.wa.gov/LocalPrograms/Projects/Reports/ProjectSearch.aspx>.

Program Summary

The program of planned projects for the 2014 through 2017 is provided on the annual summary sheets beginning on page 21. The annual program summary includes the projects by funding source and project phase. Project phases include Preliminary Engineering (PE), Right-of-Way (RW), and Construction (CN). Project information includes project priority, sponsoring agency, project name, project description, and funding information.

STIP Project Information

State Transportation Improvement Program detailed project pages are included after the Program Summary and begin on page 29. In this section, detailed information is provided on each project individually. This detailed project information includes project title, project description, funding information and other project information. Projects are listed in alphabetical order by agency and project name.

2014 Summary

9/12/2013

(Year of Expenditure Cost in Thousands of Dollars)

Funding Type	Priority	Agency	Project Description	Federal Funds	State Funds	Local Funds	Total Funds
Section 5307	1	C-TRAN	Preventative Maintenance	\$3,881		\$970	\$4,851
	2	C-TRAN	Associated Transportation Improvements	\$39		\$10	\$49
	3	C-TRAN	Bus Replacement	\$4,720		\$1,180	\$5,900
	Section 5307 Program Totals			\$8,640	\$0	\$2,160	\$10,800
Section 5310	1	C-TRAN	ADA Expansion	\$145		\$145	\$290
	Section 5310 Program Totals			\$145	\$0	\$145	\$290
Section 5337	1	C-TRAN	Bus Replacement	\$72		\$18	\$90
	Section 5337 Program Totals			\$72	\$0	\$18	\$90
Section 5339	1	C-TRAN	Bus Replacement	\$440		\$110	\$550
	Section 5339 Program Totals			\$440	\$0	\$110	\$550
CMAQ	1	WSDOT	SR-503 Traveler Information, Incident Mgt. (CN)	\$699		\$221	\$920
	2	Vancouver	Vancouver Bicycle Mobility Program II (CN)	\$309		\$76	\$385
	CMAQ Program Totals			\$1,008	\$0	\$297	\$1,305
STP-Region STP-Urban	1	Clark County	NE 119th Street, 72nd Av to 87th Av (CN) <i>Widen to 5-lanes, with center turn lane</i>	\$2,000		\$11,148	\$13,148
	2	Vancouver	SE 1st Street, 162nd Av. to 192nd Av. (RW) <i>Widen to 3/5 lanes, sidewalk, and bike lanes</i>	\$1,000		\$156	\$1,156
	3	Clark County	Highway 99 Corridor Imp, 99th St. to 129th St. (PE) <i>Improve to Urban Standards</i>	\$1,000		\$894	\$1,894
	4	Washougal	Evergreen/32nd St. Intersection (RW)	\$55		\$10	\$65
	5	RTC	VAST/TSMO Coordination and Management (PE)	\$150		\$23	\$173
STP-Rural	1	La Center	4th St. and Pacific Highway Roundabout (PE)	\$138		\$22	\$160
STP (Regional) Program Totals			\$4,343	\$0	\$12,253	\$16,596	

2014 Summary

9/12/2013

(Year of Expenditure Cost in Thousands of Dollars)

Funding Type	Priority	Agency	Project Description	Federal Funds	State Funds	Local Funds	Total Funds
TE TAP	1	Vancouver	Evergreen Highway Trail, Ellsworth-Weber (RW) <i>Construct path Ellsworth to Weber Arb. (CN)</i>	\$125 \$661		\$0 \$0	\$125 \$661
	2	Clark County	Hazel Dell Area Sidewalks (CN)	\$427		\$107	\$534
	3	La Center	Aspen Avenue at 18th Street Crosswalk (PE&CN)	\$20		\$5	\$25
	4	Clark County	Salmon Creek Avenue, WSU-PV Park - <i>Path</i> (PE)	\$66		\$34	\$100
	5	Vancouver	Evergreen Trail, Chelsea-Image (PE)	\$100		\$16	\$116
	Transportation Alternatives Program Totals				\$1,399	\$0	\$161
Discretionary	1	Port Ridgefield	Pioneer Street Railroad Overpass, Phase 2 (CN)	\$1,761		\$0	\$1,761
	Discretionary Totals				\$1,761	\$0	\$0
HSIP	1	Vancouver	Mill Plain Blvd.-104 to NE Chkalov Dr. (CN)	\$500		\$0	\$500
	HSIP Totals				\$500	\$0	\$0
STP-State	1	WSDOT	SR-501/Gee Creek Br. to S 56th Pl-Paving (PE)	\$112		\$5	\$117
	STP-State Program Totals				\$112	\$0	\$5
NHPP	1	WSDOT	SR-14 Traveler Information, 164th-NW 6th (CN)	\$466		\$228	\$694
	1	WSDOT	SR-503/4th Plain-119th St.-Median Curb (PE/CN)	\$1,357		\$28	\$1,385
	1	WSDOT	SR-503/SR-500 Orchards to BG (PE)	\$152		\$7	\$159
	NHPP Program Totals				\$1,975	\$0	\$262
STP-BR	1	Clark County	Big Tree Creek Bridge #120 (CN)	\$438		\$0	\$438
	1	Clark County	Blair-Zeek Bridge (CN)	\$306		\$0	\$306
	1	Clark County	Brush Prairie Bridge (CN)	\$370		\$0	\$370
	1	Clark County	Fifth Plain Creek Bridge (CN)	\$1,530		\$383	\$1,913
	1	Clark County	Van Atta Bridge (CN)	\$134			\$134
	BR Program Totals				\$2,778	\$0	\$383

2014 Summary

9/12/2013

(Year of Expenditure Cost in Thousands of Dollars)

Funding Type	Priority	Agency	Project Description	Federal Funds	State Funds	Local Funds	Total Funds
State/Local	1	Clark County	Big Tree Creek Bridge #120 (RW)			\$10	\$10
	1	Clark County	Blair-Zeek Bridge (RW)			\$5	\$5
	1	Clark County	Brush Prairie Bridge (RW)			\$10	\$10
	1	Clark County	Fifth Plain Creek Bridge (RW)			\$50	\$50
	1	Clark County	NE 94th Avenue, Padden Parkway to 99th St. (RW)			\$518	\$518
	1	Clark County	Orchards Traffic Signal Optimization (RW)			\$10	\$10
	1	Clark County	Sacajawea Elementary Pedestrian Safety (RW/CN)		\$267	\$0	\$267
	1	Clark County	Van Atta Bridge (RW)			\$8	\$8
	1	Vancouver	Endeavour Elementary Pathway (RW/CN)		\$178	\$18	\$196
	1	Vancouver	Vancouver Waterfront Trail (RW)			\$3,000	\$3,000
	1	WSDOT	I-205/Mill Plain Interchange-Stage 2 (CN)			\$55,033	\$55,033
	1	WSDOT	SR-502/I-5 to Battle Ground-Add Lanes (CN)			\$36,653	\$36,653
	WSDOT Program Totals				\$0	\$445	\$95,314

(PE) Preliminary Engineering, (RW) Right of Way, (CN) Construction

2015 Summary

9/12/2013

(Year of Expenditure Cost in Thousands of Dollars)

Funding Type	Priority	Agency	Project Description	Federal Funds	State Funds	Local Funds	Total Funds
Section 5307	1	C-TRAN	Preventative Maintenance	\$3,881		\$970	\$4,851
	2	C-TRAN	Associated Transportation Improvements	\$39		\$10	\$49
	Section 5307 Program Totals			\$3,920	\$0	\$980	\$4,900
Section 5310	1	C-TRAN	ADA Expansion	\$145		\$145	\$290
	Section 5310 Program Totals			\$145	\$0	\$145	\$290
Section 5337	1	C-TRAN	Bus Replacement	\$72		\$18	\$90
	Section 5337 Program Totals			\$72	\$0	\$18	\$90
Section 5339	1	C-TRAN	Bus Replacement	\$440		\$110	\$550
	Section 5339 Program Totals			\$440	\$0	\$110	\$550
CMAQ	1	WSDOT	SR-14 Traveler Information, 164th-NW 6th (CN)	\$606			\$606
	2	WSDOT	I-5/I-205 Bi-State Corridor Travel Time (CN)	\$641		\$214	\$855
	3	Vancouver	Fourth Plain Subarea Sidewalk Infill Project (RW)	\$400		\$63	\$463
	CMAQ Program Totals			\$1,647	\$0	\$277	\$1,924
STP-Region STP-Urban	1	Washougal	Evergreen/32nd St. Intersection (CN)	\$795		\$597	\$1,392
	2	Clark County	NE 94th Avenue, Padden Parkway to 99th St. (CN) <i>Intersection and street widening</i>	\$1,800	\$1,412	\$1,057	\$4,269
	3	Camas	NW 38th Av/SE 20th St. Phase 2 (CN) <i>Widen to 3 lanes, sidewalk, and bike lanes</i>	\$1,100	\$1,720	\$0	\$2,820
	4	RTC	VAST/TSMO Coordination and Management (PE)	\$150		\$23	\$173
	5	RTC	UPWP Support (PE)	\$250		\$39	\$289
	STP (Regional) Program Totals			\$4,095	\$3,132	\$1,716	\$8,943
TAP	1	Port Van.	Transit Terminus to Port Center (CN)	\$264		\$66	\$330
	2	Camas	NW 18th Avenue Bike and Pedestrian Trail (CN)	\$200		\$51	\$251
	Transportation Alternatives Program Totals			\$464	\$0	\$117	\$581
Discretionary	1	Vancouver	Vancouver Waterfront Trail (TCSP)	\$750	\$750	\$0	\$1,500
	Discretionary Totals			\$750	\$750	\$0	\$1,500

2015 Summary

9/12/2013

(Year of Expenditure Cost in Thousands of Dollars)

Funding Type	Priority	Agency	Project Description	Federal Funds	State Funds	Local Funds	Total Funds
HSIP	1	Vancouver	Mill Plain Blvd., 104th to NE Chkalov Dr. (CN)	\$1,280		\$0	\$1,280
	HSIP Totals			\$1,280	\$0	\$0	\$1,280
STP-State	1	WSDOT	SR-501/Gee Creek Br. to S 56th Pl-Paving (CN)	\$1,047		\$21	\$1,068
STP-State Program Totals				\$1,047	\$0	\$21	\$1,068
NHPP	1	WSDOT	I-5/NE 39th St. Vic to NE 99th St.-Paving (CN)	\$2,719		\$55	\$2,774
	NHS Program Totals			\$2,719	\$0	\$55	\$2,774
STP-BR	BR Program Totals			\$0	\$0	\$0	\$0
\	1	WSDOT	I-5/134th St. Interchange (CN)			\$3,400	\$3,400
	WSDOT Program Totals			\$0	\$0	\$3,400	\$3,400

(PE) Preliminary Engineering, (RW) Right of Way, (CN) Construction

2016 Summary

9/12/2013

(Year of Expenditure Cost in Thousands of Dollars)

Funding Type	Priority	Agency	Project Description	Federal Funds	State Funds	Local Funds	Total Funds
Section 5307	1	C-TRAN	Preventative Maintenance	\$3,881		\$970	\$4,851
	2	C-TRAN	Associated Transportation Improvements	\$39		\$10	\$49
	Section 5307 Program Totals			\$3,920	\$0	\$980	\$4,900
Section 5310	1	C-TRAN	ADA Expansion	\$145		\$145	\$290
	Section 5310 Program Totals			\$145	\$0	\$145	\$290
Section 5337	1	C-TRAN	Bus Replacement	\$72		\$18	\$90
	Section 5337 Program Totals			\$72	\$0	\$18	\$90
Section 5339	1	C-TRAN	Bus Replacement	\$440		\$110	\$550
	Section 5339 Program Totals			\$440	\$0	\$110	\$550
CMAQ	1	Clark County	Orchards Traffic Signal Optimization (CN)	\$2,000		\$1,255	\$3,255
	2	Vancouver	Main St.-Columbia St. Traffic Signal Int. (CN)	\$855		\$133	\$988
	3	C-TRAN	Fourth Plain Bus Rapid Transit (PE)	\$2,000	\$300	\$200	\$2,500
	4	WSDOT	SR 503 ATIS Infill, 4th Plain to Main St. (PE)	\$86		\$14	\$100
	4	Clark County	Highway 99 TRIM, Ross to 134th St. (PE)	\$72		\$42	\$114
	CMAQ Program Totals			\$5,013	\$300	\$1,644	\$6,957
STP-Region STP-Urban	1	Clark County	NE 119th Street, 72nd Av to 87th Av (CN) <i>Widen to 5-lanes, with center turn lane</i>	\$1,500		\$0	\$1,500
	2	Vancouver	Mill Plain Blvd.-104 to NE Chkalov Dr. (CN) <i>Signal, access, channelization, and realignment</i>	\$2,000		\$320	\$2,320
	3	Camas	NW 38th Av/SE 20th St. Phase 2 (CN) <i>Widen to 3 lanes, sidewalk, and bike lanes</i>	\$1,100		\$0	\$1,100
	4	Clark County	NE 47th Avenue/NE 78th Street Intersection (PE)	\$20		\$247	\$267
	5	RTC	UPWP Support (PE)	\$250		\$39	\$289
	5	RTC	VAST/TSMO Coordination and Management (PE)	\$150		\$23	\$173
	STP (Regional) Program Totals			\$5,020	\$0	\$629	\$5,649

2016 Summary

9/12/2013

(Year of Expenditure Cost in Thousands of Dollars)

Funding Type	Priority	Agency	Project Description	Federal Funds	State Funds	Local Funds	Total Funds
TAP	1	Clark County	Salmon Creek Avenue, WSU-PV Park - <i>Path</i> (CN)	\$502		\$223	\$725
	Transportation Alternatives Program Totals			\$502	\$0	\$223	\$725
Discretionary	Discretionary Totals			\$0	\$0	\$0	\$0
HSIP	HSIP Totals			\$0	\$0	\$0	\$0
STP-State	STP-State Program Totals			\$0	\$0	\$0	\$0
NHPP	1	WSDOT	SR-503/SR-500 Orchards to BG (CN)	\$4,488		\$92	\$4,579
	NHPP Program Totals			\$4,488	\$0	\$92	\$4,579
STP-BR	BR Program Totals			\$0	\$0	\$0	\$0
State/Local	WSDOT Program Totals			\$0	\$0	\$0	\$0

(PE) Preliminary Engineering, (RW) Right of Way, (CN) Construction

2017 Summary

9/12/2013

(Year of Expenditure Cost in Thousands of Dollars)

Funding Type	Priority	Agency	Project Description	Federal Funds	State Funds	Local Funds	Total Funds
Section 5307	1	C-TRAN	Preventative Maintenance	\$3,881		\$970	\$4,851
	2	C-TRAN	Associated Transportation Improvements	\$39		\$10	\$49
	Section 5307 Program Totals			\$3,920	\$0	\$980	\$4,900
Section 5310	1	C-TRAN	ADA Expansion	\$145		\$145	\$290
	Section 5310 Program Totals			\$145	\$0	\$145	\$290
Section 5337	1	C-TRAN	Bus Replacement	\$72		\$18	\$90
	Section 5337 Program Totals			\$72	\$0	\$18	\$90
Section 5339	1	C-TRAN	Bus Replacement	\$440		\$110	\$550
	Section 5339 Program Totals			\$440	\$0	\$110	\$550
CMAQ	1	Clark County	Orchards Traffic Signal Optimization (CN)	\$1,000		\$0	\$1,000
	2	Vancouver	Fourth Plain Subarea Sidewalk Infill Project (CN)	\$380		\$59	\$439
	3	WSDOT	SR 503 ATIS Infill, 4th Plain to Main St. (CN)	\$865		\$135	\$1,000
	3	Clark County	Highway 99 TRIM, Ross to 134th St. (CN)	\$348		\$167	\$515
	3	C-TRAN	Transit Signal Priority - Highway 99 (PE)	\$120		\$30	\$150
				(CN)	\$20		\$5
CMAQ Program Totals			\$2,733	\$0	\$396	\$3,129	
STP-Region STP-Urban	1	Clark County	NE 47th Avenue/NE 78th Street Intersection (CN)	\$980		\$610	\$1,590
	2	RTC	Communications Master Plan (PE)	\$43		\$7	\$50
	2	RTC	VAST/TSMO Coordination and Management (PE)	\$150		\$23	\$173
	3	Vancouver	Destination Downtown (PE)	\$200		\$31	\$231
	3	RTC	UPWP Support (PE)	\$200		\$31	\$231
	STP (Regional) Program Totals			\$1,573	\$0	\$702	\$2,275

(PE) Preliminary Engineering, (RW) Right of Way, (CN) Construction

**Washington State S. T. I. P.
2014 to 2017
(Project Funds to Nearest Dollar)
totals for years 2014 thru 2017**

Report Date - September 17, 2013

Selection Criteria (from SEARCH panel - if any)

Agency	MPO Project ID
County	Agency Project ID
MPO	Secured Y
Inside MPO	Planned
Region	Amended
Amendment Number	Is New
Envrionmental Classification	Current Action
Priority Number	Future Action
PIN	Approved as of Date
Title	Federal Fund Code
STIP ID	State Fund Code

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County: Clark

Agency: C-TRAN

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-02801	23	0.000	CE	No	District Wide	District Wide	1,160,000	

ADA Expansion

Provide additional ADA services, such as client travel training.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
ALL	2014		5310	145,000			0	145,000	290,000
ALL	2015		5310	145,000			0	145,000	290,000
ALL	2016		5310	145,000			0	145,000	290,000
ALL	2017		5310	145,000			0	145,000	290,000
Project Totals				580,000			0	580,000	1,160,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	290,000	290,000	290,000	290,000	0
Totals	290,000	290,000	290,000	290,000	0

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County: Clark

Agency: C-TRAN

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-04801	23	0.000	CE	No	District Wide	District Wide	196,000	

Associated Transportation Improvements

Projects that enhance transit service use and are physically or functionally related to transit facilities.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
ALL	2014		5307	39,200			0	9,800	49,000
ALL	2015		5307	39,200			0	9,800	49,000
ALL	2016		5307	39,200			0	9,800	49,000
ALL	2017		5307	39,200			0	9,800	49,000
Project Totals				156,800			0	39,200	196,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	49,000	49,000	49,000	49,000	0
Totals	49,000	49,000	49,000	49,000	0

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County: Clark

Agency: C-TRAN

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-06224	23	0.000	CE	No	District Wide	District Wide	8,460,000	

Bus Replacement

Purchase approximately 25 fixed route buses for replacement.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
ALL	2014		5339	440,000			0	110,000	550,000
ALL	2014		5337	72,000			0	18,000	90,000
ALL	2014		5307	4,720,000			0	1,180,000	5,900,000
ALL	2015		5337	72,000			0	18,000	90,000
ALL	2015		5339	440,000			0	110,000	550,000
ALL	2016		5339	440,000			0	110,000	550,000
ALL	2016		5337	72,000			0	18,000	90,000
ALL	2017		5337	72,000			0	18,000	90,000
ALL	2017		5339	440,000			0	110,000	550,000
Project Totals				6,768,000			0	1,692,000	8,460,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	6,540,000	640,000	640,000	640,000	0
Totals	6,540,000	640,000	640,000	640,000	0

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County: Clark

Agency: C-TRAN

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01			WA-04816	23	6.000	CE	Yes	Downtown Vancouver	Westfield Vancouver Mall	49,300,000	

Fourth Plain Bus Rapid Transit

Construct Bus Rapid Transit primarily in mixed traffic, between downtown Vancouver and Westfield Vancouver Mall along Fourth Plain, Fort Vancouver, and downtown Vancouver Streets.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2016		CMAQ	2,000,000	WSDOT	300,000	200,000	2,500,000
Project Totals				2,000,000		300,000	200,000	2,500,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	2,500,000	0	0
Totals	0	0	2,500,000	0	0

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County: Clark

Agency: C-TRAN

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-02798	23	0.000	CE	No	District Wide	District Wide	19,404,000	

Preventative Maintenance

For maintenance of transit assets.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
ALL	2014		5307	3,880,800			0	970,200	4,851,000
ALL	2015		5307	3,880,800			0	970,200	4,851,000
ALL	2016		5307	3,880,800			0	970,200	4,851,000
ALL	2017		5307	3,880,800			0	970,200	4,851,000
Project Totals				15,523,200			0	3,880,800	19,404,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	4,851,000	4,851,000	4,851,000	4,851,000	0
Totals	4,851,000	4,851,000	4,851,000	4,851,000	0

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County: Clark

Agency: C-TRAN

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-06229	23	2.700	CE	No	Ross Street	7th Avenue	175,000	

Transit Signal Priority - Highway 99

Install and operate Transit Signal Priority at intersections along Highway 99 from Ross Street to the 99th Street Transit Center to include intersections west of Hwy 99 on 99th Street and south on 7th Avenue.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2017		CMAQ	120,000		0	30,000	150,000
CN	2017		CMAQ	20,000		0	5,000	25,000
Project Totals				140,000		0	35,000	175,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	150,000	0
CN	0	0	0	25,000	0
Totals	0	0	0	175,000	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for C-TRAN	25,168,000	300,000	6,427,000	31,895,000

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County: Clark

Agency: Camas

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
16			01-2013	28	0.330	CE	No	NW Beech Street	SE 201st Avenue	275,300	

NW 18th Avenue Bike and Pedestrian Trail Link

Install bike and pedestrian link within existing right-of-way from NW Beech Street to SE 201st Avenue

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2015		TAP(UL)	200,000			0	50,500	250,500
Project Totals				200,000			0	50,500	250,500

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	250,500	0	0	0
Totals	0	250,500	0	0	0

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County: Clark

Agency: Camas

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
16			03-2012	04	0.550	CE	Yes	SE Armstrong Street	NW Parker Street	6,329,000	

NW 38th Avenue/SE 20th Street, Phase 2

Improve to urban road standards with three lanes, bike lanes, sidewalks, storm systems, illumination, and utilities.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal Funds	State Fund Code			
CN	2015		STP(UL)	1,100,000	TIB	1,720,000	0	2,820,000
CN	2016		STP(UL)	1,100,000		0	0	1,100,000
Project Totals				2,200,000		1,720,000	0	3,920,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	3,420,000	500,000	0	0	0
Totals	3,420,000	500,000	0	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Camas	2,400,000	1,720,000	50,500	4,170,500

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
07	A068(004)		WA-05160	14	0.010	CE	Yes	0.20 mi S of Sunset Falls Rd	0.21 mi S of Sunset Falls Rd	823,400	

Big Tree Creek Bridge #120

Seismic retrofit, scour repair and mitigation.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				State Fund Code				
RW	2014				0	0	10,000	10,000
CN	2014		STP(BR)		438,400	0	0	438,400
Project Totals					438,400	0	10,000	448,400

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	10,000	0	0	0	0
CN	353,400	85,000	0	0	0
Totals	363,400	85,000	0	0	0

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
07	U066(001)		WA-05167	14	0.010	CE	Yes	0.01 Mi N of NE Zeek Rd	0.02 Mi N of NE Zeek Rd	541,000	

Blair-Zeek Bridge

Seismic retrofit of bridge and necessary mitigation.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Fund Code	State Fund Code			
RW	2014					0	5,000	5,000
CN	2014		STP(BR)			306,000	0	306,000
Project Totals						306,000	5,000	311,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	5,000	0	0	0	0
CN	306,000	0	0	0	0
Totals	311,000	0	0	0	0

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
08	06IE(001)		WA-05168	14	0.010	CE	Yes	NE 156th St	at NE 102nd Ave	744,500	

Brush Prairie Bridge

Seismic retrofit and scour mitigation of bridge.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
RW	2014					0	10,000	10,000
CN	2014		STP(BR)	369,500		0	0	369,500
Project Totals				369,500		0	10,000	379,500

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	10,000	0	0	0	0
CN	288,000	81,500	0	0	0
Totals	298,000	81,500	0	0	0

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
16	4382(001)		WA-05169	11	0.010	CE	Yes	0.50 Mi E of NE Ward Rd	0.51 Mi E of NE Ward Rd.	2,368,000	

Fifth Plain Creek Bridge

Replace bridge including any necessary mitigation.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				State Fund Code				
RW	2014				0	0	50,000	50,000
CN	2014		STP(BR)		1,530,000	0	383,000	1,913,000
Project Totals					1,530,000	0	433,000	1,963,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	50,000	0	0	0	0
CN	595,000	1,318,000	0	0	0
Totals	645,000	1,318,000	0	0	0

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
16			WA-05770	28	0.410	CE	No	Aprox 700 ft N of Alki Rd	NW 68th St.	552,500	

Hazel Dell Area Sidewalks

Construct sidewalk along east side of NE Hazel Dell Ave. (Aprox 700' N of Alki Rd. to NE 63rd St.), and south side of NW/NE 68th St. (NW 4th Ave to Aprox. NE Hazel Dell Ave.).

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2014		TAP(UL)	427,000		0	106,750	533,750
Project Totals				427,000		0	106,750	533,750

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	533,750	0	0	0	0
Totals	533,750	0	0	0	0

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14			WA-02792	03	1.600	CE	Yes	NE 99th Street	NE 129th Street	20,830,000	

Highway 99 Corridor Improvements

This project will improve Highway 99 to a 4-lane principal arterial standard with raised medians and/or center turn lanes, bike lanes, sidewalks, and signal upgrades. This project will complete a corridor study to determine the best breaks in phasing the construction of Highway 99.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2014		STP(UL)	1,000,000		0	894,000	1,894,000
Project Totals				1,000,000		0	894,000	1,894,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	1,200,000	694,000	0	0	0
Totals	1,200,000	694,000	0	0	0

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14			WA-06214	44	7.200	CE	No	Ross Rd	NE 134th St	629,000	

Highway 99 Traffic Responsive Incident Management

Upgrade central traffic control hardware and software to enable automatic rules-based detection of changing traffic volumes and congestion. Consultant will develop rules and update/audit of fiber-optic inventory in OSP InSight software to reflect as-built network.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2016		CMAQ	72,000			0	42,000	114,000
CN	2017		CMAQ	348,000			0	167,000	515,000
Project Totals				420,000			0	209,000	629,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	114,000	0	0	0	0
CN	15,000	500,000	0	0	0
Totals	129,000	500,000	0	0	0

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
16	4430(003)		WA-02810	03	1.230	CE	Yes	NE 72nd Avenue	NE 87th Street	19,361,000	

NE 119th Street

This project will improve the current roadway to a minor arterial with center turn lane/median, bike lanes, and sidewalks. The project will extend improvements on NE 119th Street from NE 72nd Avenue to NE 87th Avenue. NE 72nd Avenue will be improved from NE 123rd Street to NE St. Johns Road. Drainage and stormwater treatment throughout the project area and addressing required environmental mitigation. Sewer lines may be installed.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Fund Code				
CN	2014	STP(UL)	2,000,000			0	11,148,000	13,148,000
CN	2016	STP(UL)	1,500,000			0	0	1,500,000
Project Totals			3,500,000			0	11,148,000	14,648,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	5,883,000	5,883,000	2,882,000	0	0
Totals	5,883,000	5,883,000	2,882,000	0	0

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
17			WA-06247	03	0.020	CE	No	NE 47th Avenue	78th Street	1,857,000	

NE 47th Avenue/NE 78th Street Intersection

This project will install a new traffic signal at the intersection of NE 47th Avenue and NE 78th Street. The project will move the access to Clark County Operations to the east so that it lines up with NE 47th Avenue, creating a new four-legged intersection. On NE 78th Street roadway striping will be reconfigured to accommodate the new intersection and additional thru and left lanes.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				State Fund Code	State Funds			
PE	2016		STP(UL)		20,000	0	247,000	267,000
CN	2017		STP(UL)		980,000	0	610,000	1,590,000
Project Totals					1,000,000	0	857,000	1,857,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	267,000	0	0
CN	0	0	1,090,000	500,000	0
Totals	0	0	1,357,000	500,000	0

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
16	4401(007)		WA-04763	03	0.800	CE	Yes	NE Padden Parkway Vicinity	NE 99th Street	5,357,000	

NE 94th Avenue (NE Padden Parkway to NE 99th Street)

Improve/construct 2-lane arterial with center turn lane/median, bike lanes, and sidewalks. Provide two travel lanes north and south (vic of NE 81st St) continuously through Padden Parkway intersection. Upgrade Padden/94th Street Intersection.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2014		0		0	518,000	518,000
CN	2015	STP(UL)	1,800,000	TIB	1,412,000	1,057,000	4,269,000
Project Totals			1,800,000		1,412,000	1,575,000	4,787,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	518,000	0	0	0	0
CN	0	3,369,000	900,000	0	0
Totals	518,000	3,369,000	900,000	0	0

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14	9906(040)		WA-04809	44	11.750	CE	Yes	NE 55th Ave	NE Ward Rd	4,848,000	

Orchards Traffic Signal Optimization

Signal hardware, interconnection and coordination of signal operation. Repair/upgrades to traffic detection. Addition of video cameras and permanent count stations at key locations. Connection of signal equipment to central county monitoring center.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Fund Code	Amount			
RW	2014				0	0	10,000	10,000
CN	2016		CMAQ		2,000,000	0	1,254,965	3,254,965
CN	2017		CMAQ		1,000,000	0	0	1,000,000
Project Totals					3,000,000	0	1,264,965	4,264,965

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	10,000	0	0	0	0
CN	0	0	3,200,000	1,000,000	0
Totals	10,000	0	3,200,000	1,000,000	0

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
19	SR13(004)		WA-05237	44	0.280	CE	Yes	NE Hazel Dell Ave	NE 5th Ave	302,000	

Sacajawea Elementary Pedestrian Safety

Construct sidewalk along one side of NE 110th St., NE 111th St., NE 5th Ave. Install speed feedback signs, crosswalk markings. Various educational and enforcement efforts.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
RW	2014				0	SRTS	5,000	0	5,000
CN	2014				0	SRTS	262,000	0	262,000
Project Totals					0		267,000	0	267,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	5,000	0	0	0	0
CN	262,000	0	0	0	0
Totals	267,000	0	0	0	0

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
16			WA-05795	28	0.340	CE	No	WSUV Entrance	1800' from intersection at bridge entrance to Pleasant Valley Park	825,000	

Salmon Creek Avenue (WSUV Entrance to Pleasant Valley Park) Pathway

This project will construct a new detached, multi-use path on the north side of NE Salmon Creek Avenue from the WSUV Entrance to Pleasant Valley Park. A pedestrian crosswalk across Salmon Creek Avenue at the entrance to Pleasant Valley Park will be installed.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
PE	2014		TAP(UL)	66,000		0	34,000	100,000
CN	2016		TAP(UL)	501,800		0	223,200	725,000
Project Totals				567,800		0	257,200	825,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	90,000	0	0	0	0
CN	0	725,000	0	0	0
Totals	90,000	725,000	0	0	0

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
09			WA-05170	14	0.010	CE	Yes	0.20 Mi N of NE 156th St	0.21 Mi N of NE 156th St	346,225	

Van Atta Bridge

Seismic upgrades and any necessary mitigation as well as repainting of bridge.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2014		0		0	7,500	7,500
CN	2014	STP(BR)	133,725		0	0	133,725
Project Totals			133,725		0	7,500	141,225

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	7,500	0	0	0	0
CN	133,725	0	0	0	0
Totals	141,225	0	0	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Clark Co.	14,492,425	1,679,000	16,777,415	32,948,840

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County: Clark

Agency: La Center

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
07			WA-04003	03	0.120	CE	No	Pacific Highway	Pacific Highway	960,000	

4th St and Pacific Highway Roundabout

Intersection Improvement. Construct roundabout to meet LOS standard and pedestrian and traffic safety.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2014		STP(R)	138,000			0	22,000	160,000
Project Totals				138,000			0	22,000	160,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	160,000	0	0	0	0
Totals	160,000	0	0	0	0

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County: Clark

Agency: La Center

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
07			WA-05751	28	0.040	CE	No	18th Street	18th Street	24,700	

Aspen Avenue at 18th Street Crosswalk

This project will consist of placing striping, a concrete access ramp, and advanced warning signals for pedestrians and bicyclist at Aspen Av. and 18th St.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2014			0		0	2,400	2,400
CN	2014		TAP(R)	19,700		0	2,600	22,300
Project Totals				19,700		0	5,000	24,700

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	2,400	0	0	0	0
CN	22,300	0	0	0	0
Totals	24,700	0	0	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for La Center	157,700	0	27,000	184,700

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County: Clark

Agency: Port of Ridgefield

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
07	1085(004)		WA-02739	22	0.340	CE	Yes	Division St.	Main St.	17,809,000	

Pioneer Street Railroad Overpass

Construct first two phases of vehicle/pedestrian overpass over the BNSF Railway (BNSF) north-south mainline in the City of Ridgefield, Washington, and removal of two existing grade crossings. Major work elements will be over-crossing structure, retaining walls, new roadway, curbs and sidewalks, illumination, traffic signal, storm sewers and replacement of lift station. Phase I of this project includes approximately 200' of Pioneer Street west of Main Ave. adjacent to Overlook Park. Phase II of the project includes approximately 850' approach road on west side of project. Phase III includes the construction of the over-crossing structure.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2014	Discretionary	1,760,608		0	0	1,760,608
Project Totals			1,760,608		0	0	1,760,608

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,760,608	0	0	0	0
Totals	1,760,608	0	0	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Port of Ridgefield	1,760,608	0	0	1,760,608

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County: Clark

Agency: Port of Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14			WA-05748	28	0.500	CE	No	Mill Plain/Fourth Plain	Port Office	362,000	

Transit Terminus to Port Center

Construct a multi-modal path. Project will include landscaping, street furniture, and signage.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2015		TAP(UL)	264,000			0	66,000	330,000
Project Totals				264,000			0	66,000	330,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	330,000	0	0	0
Totals	0	330,000	0	0	0

Agency Totals for Port of Vancouver	Federal Funds		State Funds	Local Funds	Total
	264,000		0	66,000	330,000

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County: Clark

Agency: RTC

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-06212	18	0.000	CE	No	NA	NA	50,000	

Communications Master Plan

Plan for regional ITS traffic data network and communications infrastructure.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2017		STP(UL)	43,000			0	7,000	50,000
Project Totals				43,000			0	7,000	50,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	50,000	0
Totals	0	0	0	50,000	0

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County: Clark

Agency: RTC

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-04730	18	0.000	CE	No	NA	NA	809,248	

UPWP Support

Support work elements of the UPWP, including Congestion Management Process.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
PE	2015		STP(UL)	250,000		0	39,017	289,017
PE	2016		STP(UL)	250,000		0	39,017	289,017
PE	2017		STP(UL)	200,000		0	31,214	231,214
Project Totals				700,000		0	109,248	809,248

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	289,017	289,017	231,214	0
Totals	0	289,017	289,017	231,214	0

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County: Clark

Agency: RTC

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-04731	18	0.000	CE	No	NA	NA	693,640	

VAST/TSMO Coordination and Management

Coordination and management of Intelligent Transportation Systems, transportation operations, and transportation data archive.

Funding

Phase	Start Date	Federal Funds		State Fund Code	State Funds	Local Funds	Total
		Federal	Fund Code				
PE	2014		STP(UL)		0	23,410	173,410
PE	2015		STP(UL)		0	23,410	173,410
PE	2016		STP(UL)		0	23,410	173,410
PE	2017		STP(UL)		0	23,410	173,410
		Project Totals			0	93,640	693,640

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	173,410	173,410	173,410	173,410	0
Totals	173,410	173,410	173,410	173,410	0

Federal Funds		State Funds	Local Funds	Total
Agency Totals for RTC		0	209,888	1,552,888

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County: Clark

Agency: Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-06306	44		DCE	No	Downtown Vancouver	Downtown Vancouver	231,214	

Destination Downtown Program

The project will implement the Destination Downtown transportation demand management program through outreach campaigns and promotions, incentives for using non-SOV commute options, increase carpool and vanpool spaces in downtown, and hold transit fairs and employee workshops.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal Funds	State Funds				
PE	2014	STP	200,000			0	31,214	231,214
Project Totals			200,000			0	31,214	231,214

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	31,214	100,000	100,000	0	0
Totals	31,214	100,000	100,000	0	0

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County: Clark

Agency: Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14	SR13(003)		WA-05189	28	0.200	CE	Yes	NE 26th Street	NE 24th Street	227,654	

Endeavour Elementary Pathway and Safety Improvement Project

Build multi-use path, educational materials and events, speed feedback sign, and emphasis patrols.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				State Fund Code				
RW	2014			0	SRTS	6,000	0	6,000
CN	2014			0	SRTS	171,652	18,000	189,652
Project Totals				0		177,652	18,000	195,652

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	6,000	0	0	0	0
CN	131,152	0	0	0	0
ALL	0	58,500	0	0	0
Totals	137,152	58,500	0	0	0

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County: Clark

Agency: Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14	4228(001)		WA-02796	28	0.870	CE	Yes	SE Ellsworth Road	Weber Arboretum	925,000	

Evergreen Highway Trail

Build bike and pedestrian trail along Evergreen Highway.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
RW	2014		STP(E)	125,000		0	0	125,000
CN	2014		STP(E)	661,250		0	0	661,250
Project Totals				786,250		0	0	786,250

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	125,000	0	0	0	0
CN	661,250	0	0	0	0
Totals	786,250	0	0	0	0

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County: Clark

Agency: Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14			WA-05816	28	1.100	CE	No	SE Chelsea Avenue	SE Image Road	1,200,000	

Evergreen Trail

Build pervious asphalt path along Evergreen Highway.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2014		TAP(UL)	100,000			0	15,700	115,700
Project Totals				100,000			0	15,700	115,700

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	115,700	0	0	0	0
Totals	115,700	0	0	0	0

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County: Clark

Agency: Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
19	9906(041)		WA-04778	28	0.500	CE	Yes	Fourth Plain Blvd	27th Street	1,042,000	

Fourth Plain Subarea Sidewalk Infill Project

Improve pedestrian facilities along Neals Lane and Rossiter Lane in the vicinity of Fourth Plain Boulevard.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				State Fund Code	State Funds			
RW	2015		CMAQ		400,000	0	63,000	463,000
CN	2017		CMAQ		380,000	0	59,000	439,000
Project Totals					780,000	0	122,000	902,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	0	463,000	0	0	0
CN	0	0	0	439,000	0
Totals	0	463,000	0	439,000	0

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County: Clark

Agency: Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
16			WA-04777	24	2.000	CE	No	6th Street	49th Street	1,060,000	

Main St. - Columbia St. Traffic Signal Integration

Interconnect existing signals along Main/Columbia Street starting at 6th Street up to 49th Street.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2016		CMAQ	855,000			0	133,000	988,000
Project Totals				855,000			0	133,000	988,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	988,000	0	0	0
Totals	0	988,000	0	0	0

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County: Clark

Agency: Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14	4242(025)		WA-04116	21	0.050	DCE	Yes	NE 104th Avenue	NE Chkalov Drive	4,590,000	

Mill Plain Blvd. - 104th to NE Chkalov Dr.

Safety improvement project that includes signal improvements, access management, channelization, and realignment of 104th Avenue.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
RW	2014		HSIP	500,000		0	0	500,000
CN	2015		HSIP	1,280,000		0	0	1,280,000
CN	2016		STP(UL)	2,000,000		0	320,000	2,320,000
Project Totals				3,780,000		0	320,000	4,100,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	500,000	0	0	0	0
CN	0	1,280,000	2,320,000	0	0
Totals	500,000	1,280,000	2,320,000	0	0

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County: Clark

Agency: Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
16	4266(002)		WA-02750	03	1.400	CE	Yes	162nd Ave	192nd Ave	13,200,000	

SE 1st Street 162nd Av. to 192nd Av.

Widen to 3-5 lanes with sidewalk and bicycle lanes.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
RW	2014		STP(UL)	1,000,000			0	156,069	1,156,069
Project Totals				1,000,000			0	156,069	1,156,069

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	1,156,069	0	0	0	0
Totals	1,156,069	0	0	0	0

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County: Clark

Agency: Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00	1350(021)		WA-02794	28		CE	No	Varies	Varies	602,075	

Vancouver Bicycle Mobility Program II

Project will be built in 2 phases; Phase 1 which will be Ellsworth Road bike lanes and Phase 2 will be Fourth Plain Boulevard, Main Street, Columbia Street, McLoughlin Boulevard, St. Helens Boulevard, and 97th Avenue sharrows and bike lanes. Also includes education elements.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2014		CMAQ	309,403		0	75,797	385,200
Project Totals				309,403		0	75,797	385,200

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	483,000	0	0	0	0
Totals	483,000	0	0	0	0

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County: Clark

Agency: Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-04866	28	0.700	DCE	Yes	Columbia Street	Lincoln Avenue	15,500,000	

Vancouver Waterfront Trail

The Vancouver Waterfront Trail Project will construct trails, shoreline protection, parks, amphitheater, a pier, and other amenities. Phase 1 will construct a trail and trail amenities from Columbia to Lincoln.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2014		0		0	3,000,000	3,000,000
CN	2015	Discretionary - TCSP	750,000	OTHER	750,000	0	1,500,000
Project Totals			750,000		750,000	3,000,000	4,500,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	3,000,000	0	0	0	0
CN	1,000,000	500,000	0	0	0
Totals	4,000,000	500,000	0	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Vancouver	8,560,653	927,652	3,871,780	13,360,085

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County: Clark

Agency: Washougal

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14	7071(002)		WA-01574	03	0.100	CE	Yes	32nd Street		1,673,361	

Evergreen @ 32nd St. Reconstruct

Reconstruct intersection at Evergreen and 32nd St. including radius, turn lanes, bike and pedestrian improvements.

Funding

Phase	Start Date	Federal Funds		State Fund Code	State Funds	Local Funds	Total	
		Federal	Fund Code					
RW	2014		STP(UL)		55,000	0	54,000	109,000
CN	2015		STP(UL)		795,000	0	597,000	1,392,000
		Project Totals			850,000	0	651,000	1,501,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	109,000	0	0	0	0
CN	0	1,392,000	0	0	0
Totals	109,000	1,392,000	0	0	0

		Federal Funds		State Funds	Local Funds	Total
		Federal	Fund Code			
Agency Totals for Washougal		850,000		0	651,000	1,501,000

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
11		420511A	420511A06	04	1.200	CE	Yes	28.33	29.53	65,694,724	

I-205/Mill Plain Interchange to NE 18th St - Build Interchange - Stage 2

Construct a new northbound off ramp and southbound on ramp (and connecting roads) at NE 18th Street to reduce congestion.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2014		0		0	55,032,500	55,032,500
Project Totals			0		0	55,032,500	55,032,500

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	466,741	22,485,953	20,410,356	11,669,450	0
Totals	466,741	22,485,953	20,410,356	11,669,450	0

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
12	0005(011)	400515Q	400515Q06	44		CE	No	Various	Various	951,000	

I-5/I-205 Bi-State Corridor Travel Time - Add Signing

This is a joint project between WSDOT and ODOT and will provide signing with destination travel times within the I-5 and I-205 corridors between the northerly and southerly I-5 and I-205 merge and diverge points in both states.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2015		CMAQ	641,250		0	213,750	855,000
Project Totals				641,250		0	213,750	855,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	648,515	207,485	0	0	0
Totals	648,515	207,485	0	0	0

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
11		400506H	400506H06	04	2.560	EA	Yes	6.95	9.51	92,963,462	

I-5/NE 134th St Interchange (I-5/I-205) - Rebuild Interchange

Reconstruct 134th St interchange.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2015		0		0	3,400,000	3,400,000
Project Totals			0		0	3,400,000	3,400,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	3,400,000	0	0	0
Totals	0	3,400,000	0	0	0

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
11		400516P	400516P06	05	2.810	CE	No	2.55	5.36	2,921,800	

I-5/NE 39th St Vic to NE 99th St - Paving

Resurfaces deteriorating pavement (due to normal wear) with a hot mix asphalt grind and inlay to extend the life of the pavement.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	State				
CN	2015	NHPP	2,718,716			0	55,484	2,774,200
Project Totals			2,718,716			0	55,484	2,774,200

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	1,590,343	1,183,857	0	0
Totals	0	1,590,343	1,183,857	0	0

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14	0014(072)	401413Q	401413Q06	44	4.800	CE	No	7.80	12.60	1,400,000	

SR 14 Traveler Information, 164th Ave to NW 6th Ave

The project will provide communications link, traffic detection and roadway cameras to provide additional traveler information along the SR-14 corridor.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2014	NHPP	465,500		0	228,125	693,625
CN	2015	CMAQ	606,375		0	0	606,375
Project Totals			1,071,875		0	228,125	1,300,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	693,625	606,375	0	0	0
Totals	693,625	606,375	0	0	0

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
07		450114P	450114P06	05	1.620	CE	No	17.88	19.50	1,185,280	

SR 501/Gee Creek Br Vic to S 56th PI - Paving

Resurface deteriorating pavement with an HMA overlay.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2014		STP	112,320			0	4,680	117,000
CN	2015		STP	1,046,914			0	21,366	1,068,280
Project Totals				1,159,234			0	26,046	1,185,280

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	49,238	67,762	0	0	0
CN	707,985	360,295	0	0	0
Totals	757,223	428,057	0	0	0

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
02		450208W	450208W06	03	4.270	EIS	Yes	2.29	6.56	86,779,000	

SR 502/I-5 to Battle Ground - Add Lanes

Widen SR 502 to four lanes from I-5 east into the City of Battle Ground to relieve congestion. This is a two phase project with phase 2 going to ad in 2014.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2014			0		0	36,653,273	36,653,273
Project Totals				0		0	36,653,273	36,653,273

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	5,341,010	11,591,880	10,456,363	9,075,871	188,149
Totals	5,341,010	11,591,880	10,456,363	9,075,871	188,149

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14		450317Q	450317Q06	07	8.200	CE	No	0	8.20	1,100,000	

SR 503 ATIS Infill-I/S Bypass; 4th Plain to Main St. and Signal Study

ATIS Infill with VMS's, data stations, cameras and ethernet conversions. In addition, this project will fund an investigation of demand-responsive or adaptive signalized corridor between Fourth Plain Blvd. and NE 119th St.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2016		CMAQ	86,000		0	14,000	100,000
CN	2017		CMAQ	865,000		0	135,000	1,000,000
Project Totals				951,000		0	149,000	1,100,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	50,000	50,000	0	0
CN	0	0	500,000	500,000	0
Totals	0	50,000	550,000	500,000	0

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14	0503(027)	450313Q	450313Q06	44	7.980	CE	No	0.00	8.20	1,000,000	

SR 503 Traveler Information - Incident Management and Communications

This project will complete the fiber communications system for this route and deploy advanced traveler information system field devices.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Fund Code				
CN	2014	CMAQ	699,000			0	221,000	920,000
Project Totals			699,000			0	221,000	920,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	920,000	0	0	0	0
Totals	920,000	0	0	0	0

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14	0503(024)	450310M	450310M06	21	2.630	CE	No	0.18	2.81	1,875,872	

SR 503/4th Plain to 119th St - Median Curb

This is a 2 phase project that will reduce conflict points and increase safety by placing center median curb. Phase 1 – NE 65th to NE 76th Street done under federal project 0503(026). Phase 2 – Padden Parkway to NE 119th being done under federal project 0503(024). The amounts being programmed are for Phase 2 construction and additional preliminary engineering.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Funds	Local Funds	Total
			Federal	State Fund Code			
PE	2014	NHPP	62,399		0	2,600	64,999
CN	2014	NHPP	1,356,784		0	27,687	1,384,471
Project Totals			1,419,183		0	30,287	1,449,470

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	64,999	0	0	0	0
CN	10,000	1,313,000	61,471	0	0
Totals	74,999	1,313,000	61,471	0	0

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 17, 2013

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14		450313P	450313P06	05	8.110	CE	No	0.00	8.11	4,738,153	

SR 503/SR 500 Orchards to Battle Ground w/exceptions - Grind and Inlay

Resurfaces deteriorating asphalt pavement with an asphalt grind and inlay.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2014		NHPP	152,208			0	6,553	158,761
CN	2016		NHPP	4,487,804			0	91,588	4,579,392
Project Totals				4,640,012			0	98,141	4,738,153

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	6,065	99,927	52,770	0	0
CN	0	0	3,083,883	1,495,508	0
Totals	6,065	99,927	3,136,653	1,495,508	0

Federal Funds				State Funds	Local Funds	Total
Agency Totals for WSDOT - SW				0	96,107,606	109,407,876

APPENDICES

Appendix A MAJOR PROJECT LIST

Introduction

The MTIP is a program of highway, transit, and other transportation related improvements. The following list of major projects, from the 2013-2016 Transportation Improvement Program for Clark County, for which obligation has been implemented or delayed.

Major Projects From 2013-2016 MTIP That Were Implemented (Obligated)

(Cost in Thousands of Dollars)

Funding Type	Agency	Project Description	Phase	Federal Funds	State Funds	Local Funds	Total Funds
S. 5307	C-TRAN	Preventative Maintenance	All	\$4,200		\$1,050	\$5,250
CMAQ	Clark County	78th Street Signal Optimization Project	CN	\$650		\$135	\$785
CMAQ	Clark County	Highway 99 Traffic Signal Optimization	CN	\$1,254		\$200	\$1,454
CMAQ	C-TRAN	Fourth Plain Bus Rapid Transit	PE	\$2,000		\$500	\$2,500
CMAQ	C-TRAN	Hybrid Buses	CN	\$750		\$3,474	\$4,224
CMAQ	WSDOT	I-205 Traveler Information, Padden to 134th	CN	\$630		\$572	\$1,202
STP	Clark County	NE 119th St/NE 50th Av. Intersection	CN	\$1,766		\$2,394	\$4,160
STP	Clark County	NE 10th Av., 141st St. to 149th St.	CN	\$2,430	\$1,007	\$63	\$3,500
STP	Clark County	NE 10th Av., 154th-164th St.	PE	\$1,000		\$1,254	\$2,254
STP	Vancouver	NE 18th St., Four Season to 136th Av.	RW	\$2,800		\$437	\$3,237

(PE) Preliminary Engineering, (RW) Right of Way, (CN) Construction

Major Projects From 2013-2016 MTIP That Were Delayed

(Cost in Thousands of Dollars)

Funding Type	Agency	Project Description	Phase	Federal Funds	State Funds	Local Funds	Total Funds
STP	Clark County	NE 119th St, 72nd Av. to 87th Av.	CN	\$2,000		\$9,400	\$11,400
STP	Vancouver	SE 1st Street, 162nd Av. to 192nd Av.	RW	\$1,000		\$156	\$1,156
State/Local	WSDOT	SR-502/I-5 to Battle Ground-Add Lanes	CN			\$37,955	\$37,955

(PE) Preliminary Engineering, (RW) Right of Way, (CN) Construction

 Federally Funded Pedestrian and Bicycle Project from the 2013-2016 MTIP That Were Obligated

(Cost in Thousands of Dollars)

Funding Type	Agency	Project Description	Phase	Federal Funds	State Funds	Local Funds	Total Funds
CMAQ	Vancouver	Fourth Plain Subarea Sidewalk Infill	PE	\$120		\$20	\$140
TAP	Clark County	Hazel Dell Area Sidewalk	PE	\$15		\$4	\$19
TAP	Port Van.	Transit Terminus to Port Center	PE	\$26		\$6	\$32
TAP	Camas	NW 18th Av. Bike and Pedestrian Trail	PE	\$20		\$5	\$25
TAP	Port Van.	Port Connector Bike/Ped Path	PE	\$61		\$15	\$76
STP	Clark County	NE 94th Av., Padden to 99th St.	PE	\$200		\$370	\$570
STP	Clark County	NE 10th Av., 141th-149th St.	CN	\$2,430	\$1,007	\$63	\$3,500
STP	Clark County	NE 10th Av., 154th-164th St.	PE	\$1,000		\$1,254	\$2,254
STP	Vancouver	NE 18th St., Four Season to 136th Av.	RW	\$2,800		\$437	\$3,237

(PE) Preliminary Engineering, (RW) Right of Way, (CN) Construction

Appendix B CMAQ PROJECT LIST

Introduction

The following list of projects are seeking CMAQ funding within the 2014-2017 Transportation Improvement Program for Clark County. This section identifies the air quality benefits for each project by providing a preliminary quantitative air quality analysis for each project.

Agency	Project Title	Project Description	Air Quality Benefits (kg per day)		
			CO	HC	NO _x
WSDOT - SW	SR 503 Traveler Information - Incident Management and Communications	This project will complete the fiber communications system and deploy advanced traveler information system field devices.	-10.690	-0.879	-1.825
WSDOT - SW	SR 14 Traveler Information, 164th Ave to NW 6th Ave	The project will provide communications link, traffic detection and roadway cameras to provide additional traveler information along the SR-14 corridor.	-6.414	-0.527	-1.095
WSDOT - SW	I-5/I-205 Bi-State Corridor Travel Time Project	Provides bi-state real time comparative travel time information on the Vancouver-Portland freeway system.	-21.350	-1.758	-3.651
WSDOT - SW	SR 503 ATIS Infill-I/S Bypass; 4th Plain to Main St. and Signal Study	ATIS Infill with VMS's, data stations, cameras and ethernet conversions. In addition, this project will fund an investigation of demand-responsive or adaptive signalized corridor between Fourth Plain Blvd. and NE 119th St.	-5.345	-0.040	-0.452
C-TRAN	Fourth Plain Bus Rapid Transit Project	Construct Bus Rapid Transit along Fourth Plain corridor between downtown Vancouver and Westfield Vancouver Mall.	-112.123	-11.054	-9.475
C-TRAN	Transit Signal Priority - Highway 99	Install and operate Transit Signal Priority at intersections along Highway 99 from Ross Street to the 99th Street Transit Center.	-0.257	-0.040	-0.452
Clark Co.	Orchards Signal Optimization	Modernize, upgrade, and interconnect traffic signals in the Orchards area of Clark County. Includes before and after study.	-38.727	-3.982	9.000

Agency	Project Title	Project Description	Air Quality Benefits (kg per day)		
			CO	HC	NOx
Clark Co.	Highway 99 Traffic Responsive Incident Management	Upgrade central traffic control hardware and software to enable automatic rules-based detection of changing traffic volumes and congestion. Consultant will develop rules and update/audit of fiber-optic inventory in OSP InSight software to reflect as-built network.	-25.818	-2.655	6.000
Vancouver	Fourth Plain Subarea Sidewalk Infill Project	Construct sidewalks to improve pedestrian facilities along Neals Lane and Rossiter Lane in the vicinity of Fourth Plain Boulevard.	-1.098	-0.093	-0.073
Vancouver	Main St.-Columbia St. Traffic Signal Integration	Install conduits and fiber optic cables, add bike lane facilities, integrate traffic signals, and coordinate signal timing. Includes before and after study.	-41.960	-4.310	9.750
Vancouver	162nd Avenue Fiber and Communications Project	Installation of fiber and communications hardware in 162nd Avenue corridor.	-16.136	-1.659	3.750
Vancouver	Vancouver Bicycle Mobility Program II	Project will complete critical gaps in the City's bicycle network through addition of bike lanes, stencils, and directional markers. Project will include education element.	-26.345	-2.236	-1.745

**Appendix C
PUBLIC COMMENTS**

Introduction

Citizens and appropriate parties were provided a reasonable opportunity to comment on the 2014-2017 Metropolitan Transportation Improvement Program (MTIP) through a public involvement process. This process includes a minimum of a 30 day public comment period that was held from August 22, 2013 until October 1, 2013. The draft MTIP document and project information was made available during the public comment period. The attached table includes all comments received along with RTC staff responses:

Project	Support Project	Comment	Staff Response
Bicycle Projects	Yes	Would like to see as many bicycle supportive projects as possible	Responded via e-mail of the bicycle improvements included in the MTIP.
Fourth Plain Bus Rapid Transit	No	Project is costly and not needed	Project need has been identified and meets FTA Small Starts criteria. Long-term local cost are lower than adding additional buses.