

Transportation Improvement Program

DRAFT

**Clark County
2015-2018**

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

October 2014





STAFF REPORT/RESOLUTION

TO: Southwest Washington Regional Transportation Council Board of Directors
FROM: Matt Ransom, Executive Director *MR*
DATE: September 30, 2014
SUBJECT: **2015-2018 Transportation Improvement Program, Resolution 10-14-18**

AT A GLANCE - ACTION

The purpose of this resolution is to seek RTC Board adoption of the 2015-2018 Transportation Improvement Program (TIP) including the selection of additional regional STP and CMAQ projects. The TIP completes the programming of an additional \$9.7 million in regionally allocated federal funds. In total, the 2015-2018 TIP programs approximately \$147 million in transportation improvements.

INTRODUCTION

As the Metropolitan Planning Organization for the Clark County region, RTC is required to develop a financially constrained regional Transportation Improvement Program (TIP). The requirements for the TIP are established in federal surface transportation legislation.

The 2015-2018 Transportation Improvement Program is a four-year program of regionally significant transportation projects and indicates commitment for funding on these projects. Projects programmed in the TIP are drawn either directly from specific project recommendations made in the Metropolitan Transportation Plan or are developed from a more general series of recommendations (e.g. preservation, maintenance, safety, etc.).

The RTC Board has the responsibility for selecting projects for the regionally allocated Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) Program. The regionally selected federal transportation projects are incorporated into the TIP along with other regionally significant projects selected by other agencies. The regionally competitive process includes the following three steps:

1. *Project Screening:* Projects are reviewed for consistency with the Metropolitan Transportation Plan, land use plans, air quality goals, and regional screening criteria.
2. *Evaluation and Ranking by Needs Criteria:* Each project is evaluated and ranked against a set of needs criteria which have been adopted by the RTC Board.
3. *Project Selection and Programming:* Projects are programmed for funding utilizing the project information generated by the previous steps.

The RTC Board at their September 2, 2014 meeting completed the first two steps, via their acceptance with the ranking of projects. Adoption of this resolution will complete the final step of project selection and programming. RTAC at their September meeting recommended that the RTC Board of Directors select the additional STP and CMAQ projects and adopt the 2015-2018 Transportation Improvement Program.

Attached to this Resolution is a map that displays the location of additional regionally selected projects and the 2015-2018 TIP Summary that lists all regionally significant projects, by calendar year and project phase. The [Full Draft](#) of the 2015-2018 Transportation Improvement Program is provided on line with the RTC Board October 2014 documents and copies will be available at the RTC Board meeting.

REGIONAL PROJECT SELECTION

The regional project selection process is completed by matching the project ranking to the available funding levels by year. All projects programmed in the TIP can proceed when ready, beginning in January 2015. RTC staff is recommending that the following projects be selected for either STP or CMAQ funding awards and programmed in the 2015-2018 TIP:

STP Program

Program	Jurisdiction	Project Name/Description	Phase	STP
STP TMA	Vancouver	NE 18th Street, Four Seasons to 136th Av. <i>Widen to 5 lanes with bicycle lanes and sidewalks</i>	CN	\$1,000,000
	Clark County	NE 94th Av., Padden to 99th St. <i>Intersection and road improvements (3 lane arterial)</i>	CN	\$1,600,000
	Camas	Brady Rd. NW 16th Av. to 25th Av. <i>Widen to 3 lanes with bicycle lanes, sidewalks, etc.</i>	PE	\$339,000
	Clark County	NE 119th Street, 50th Av. to 72nd Av. <i>Widen to 3 lanes with bicycle lanes, sidewalks, etc.</i>	PE CN	\$675,000 \$500,000
	Battle Ground	SR-502/SR-503 Intersection <i>Improve intersection</i>	PE RW	\$143,900 \$108,100
	RTC	VAST Coordination and Management <i>ITS coordination</i>	PE	\$205,000
	RTC	UPWP and Congestion Management <i>Support work elements of the UPWP and CMP</i>	PE	\$300,000
	STP Rural	Clark County	Carty Road Reconstruction <i>Replace culvert, improve sight distance, and add guardrail</i>	PE CN
La Center		4th Street and Pacific Highway Roundabout <i>Intersection Improvements</i>	CN	\$692,000
Total STP				\$6,863,000

CMAQ Program

Program	Jurisdiction	Project Name/Description	Phase	CMAQ
CMAQ	WSDOT	Vancouver Urban ITS Device Infill	PE	\$65,600
		<i>Installation cameras and detection devices</i>	CN	\$651,900
	WSDOT	SR-503, Fourth Plain to Main St. ITS Device Infill	PE	\$32,800
		<i>ATIS device infill and communications</i>	CN	\$274,700
	Clark County	Signal, Timing, Evaluation, Verification and Enhancement	PE	\$160,000
		<i>Install ITS devices, collect and analyze data, retime</i>	CN	\$760,000
Washougal	32nd St. Active Traveler Information Feasibility	CN	\$40,000	
		<i>Evaluate 32nd St. traveler information sign on SR-14</i>		
C-TRAN		Open Trip Planner and Alerts System	PE	\$128,000
		<i>Implement a transit traveler information system</i>		
C-TRAN		4-5 Hybrid Buses	CN	\$720,000
		<i>Diesel/electric hybrid upgrades of buses</i>		
Total CMAQ				\$2,833,000

POLICY EXCEPTION

NE 18th Street (Four Seasons to NE 136th Avenue) – Construction Funding Request: Because of its high importance to the regional arterial system (rated as most deficient regional arterial in recent Congestion Management Process), the NE 18th Street project is recommended to receive funding that will exceed the funding limit, as identified in TIP procedures. Endorsement of the proposed grant award and TIP will recognize and advance this exception.

MTIP ADOPTION & FINDINGS

Adoption of the 2015-2018 Transportation Improvement Program (TIP) will include the following actions:

- Programs regionally significant projects totaling approximately \$147 million.
- All projects programmed in the TIP are considered selected projects and can proceed towards implementation.
- The TIP development process meets federal public participation requirements.
- Certification that the RTC planning process is being carried out in accordance with all applicable federal requirements.
- TIP consistency with the Metropolitan Transportation Plan, Congestion Management Process, Clean Air Act as amended, the Air Quality State Implementation Plan, and Conformity Guidelines.

POLICY IMPLICATION

The 2015-2018 Transportation Improvement Program (TIP) is a four year program of regionally significant transportation projects in the Clark County region. The Metropolitan Transportation Plan represents the long-range plan and policies for the development and implementation of the

regional transportation system. Projects programmed in the TIP are consistent with the long-range transportation plan and assist the region in implementing the overall Metropolitan Transportation Plan.

BUDGET IMPLICATION

Projects must be included in the Statewide Transportation Improvement Programs (STIP) as a condition for the receipt of federal transportation funds. Approval of the 2015-2018 TIP will program regional transportation projects totaling approximately \$147 million, which will be programmed in the STIP.

ACTION REQUESTED

Adoption of Resolution 10-14-18, "2015-2018 Transportation Improvement Program."

ADOPTED this _____ day of _____ 2014,
by the Southwest Washington Regional Transportation Council.

SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL

ATTEST:

Jack Burkman
Chair of the Board

Matt Ransom
Executive Director

Attachment

- Clark County
- Skamania County
- Klickitat County
- City of Vancouver
- City of Camas
- City of Washougal
- City of Battle Ground
- City of Ridgefield
- City of La Center
- Town of Yacolt
- City of Stevenson
- City of North Bonneville
- City of White Salmon
- City of Bingen
- City of Goldendale
- C-TRAN
- Washington DOT
- Port of Vancouver
- Port of Camas-Washougal
- Port of Ridgefield
- Port of Skamania County
- Port of Klickitat
- Metro
- Oregon DOT
- 14th Legislative District
- 17th Legislative District
- 18th Legislative District
- 20th Legislative District
- 49th Legislative District



2015-2018 Transportation Improvement Program

Clark County, Washington

Published: October 2014

Southwest Washington Regional Transportation Council

Street Address
**1300 Franklin Street
Vancouver, WA 98660**

Mailing Address
**P.O. Box 1366
Vancouver, WA 98666-1366**

Phone: 360-397-6067

Fax: 360-397-6132

<http://www.rtc.wa.gov>

Preparation of this Report was funded by grants from the Washington State Department of Transportation (WSDOT) and local funds from RTC member jurisdictions.

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, whether or not those programs and activities are federally funded.

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.

Table of Contents

Background	i
TIP Adoption Resolution	i
Title Page	vii
2015-2018 Transportation Improvement Program	v
Table of Contents.....	vii
Southwest Washington Regional Transportation Council	x
Location of Clark County.....	xi
Chapter 1: Introduction	1
BACKGROUND AND PURPOSE	1
TIP DEVELOPMENT	3
Process	3
Coordination with adjacent MPOs.....	3
Public Involvement Process	4
TIP Administration	5
Transportation Alternatives Program (TAP) Process	7
MPO CERTIFICATION STATEMENTS	8
CONSISTENCY WITH METROPOLITAN TRANSPORTATION PLAN	9
CONSISTENCY WITH CONGESTION MANAGEMENT PROCESS	9
DETERMINATION OF CONFORMITY WITH AIR QUALITY STATE IMPLEMENTATION PLAN (SIP)	10
Introduction	10
Air Quality Status	11
Applicable State Implementation Plan	11
CO Limited Maintenance Plan.....	12
Consultation Process.....	12
Air Quality Conformity Methodology and Results	13
Status of Transportation Control Measures.....	13
Conformity Determination.....	13

Chapter 2: Financial Plan and Resources.....	15
INTRODUCTION.....	15
Assumptions.....	15
Operation and Maintenance Cost.....	16
DESCRIPTION OF REVENUE SOURCES.....	16
FEDERAL.....	16
STATE.....	19
LOCAL.....	21
PROJECT SELECTION.....	23
FINANCIAL FEASIBILITY.....	23
 Chapter 3: 2015-2018 Funding Secured Projects.....	 25
INTRODUCTION.....	25
Program Summary.....	25
STIP Project Information.....	25
 APPENDICES.....	 73
APPENDIX A: MAJOR PROJECT LIST.....	75
Introduction.....	75
APPENDIX B: CMAQ Air Quality Projects.....	77
Introduction.....	77
APPENDIX C: Public Comments.....	79
Introduction.....	79
APPENDIX D: 2015-2018 TIP Project Analysis.....	81
Introduction.....	81
Projects by Type.....	81

List of Figures and Tables

Figure 1: Location of Clark County, Washington.....	xi
Figure 2: Transportation Boundaries	xii
Figure 3: TIP Development Process	2
Figure 4: Percentage of Projects by Project Type (Total Projects 38).....	82
Figure 5: Percentage of Dollars Programmed by Project Type (Total Programmed \$147 million).....	83
Figure 6: Project Location by Project Type	84

List of Tables

Table 1: 2015-2018 Financial Feasibility Summary.....	24
Table 2: 2015 Summary	26
Table 3: 2016 Summary	28
Table 4: 2017 Summary	30
Table 5: 2018 Summary	32
Table 6: Major Projects from 2014-2017 TIP That Were Implemented (Obligated).....	75
Table 7: Major Projects from 2014-2017 TIP That Were Delayed	76
Table 8: Federally Funded Pedestrian and Bicycle Project from the 2014-2017 TIP That Were Obligated.....	76
Table 9: CMAQ Air Quality Project Status.....	77
Table 10: Public Comments	79
Table 11: Projects by Type.....	82

Southwest Washington Regional Transportation Council

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

RTC Board of Directors

Nancy Baker	Port of Vancouver Commissioner (Port Representative)
Edward Barnes	Clark County Commissioner
Jack Burkaman (Chair)	Vancouver Council Member
Shirley Craddick	Metro Councilor, Portland, Oregon
Bill Ganley	Battle Ground City Council Member (Cities North Representative)
Jeff Hamm	C-TRAN Ececutive Director/CEO
David Madore	Clark County Commissioner
Doug McKenzie	Skamania County Commissioner (Skamania Co. Representative)
Tom Mielke	Clark County Commissioner
David Poucher	White Salmon City Mayor (Klickitat Co. Representative)
Larry Smith	Vancouver Council Member
Melissa Smith (Vice-Chair)	Camas City Council Member (Cities East Representative)
Don Wagner	WSDOT Soustest Region Administrator
Rian Windsheimer	Oregon Department of Transportation, Interim Region 1 Manager
Senate & House Members (15 Non-Voting)	Washington State Legislative Districts 14, 17, 18, 20, and 49
Matt Ransom (Secretary/Treasurer)	RTC Executive Director

Regional Transportation Advisory Committee (RTAC)

Gary Albrecht	Clark County	Bryan Kast	City of Ridgefield
Katy Brooks	Port of Vancouver	Colleen Kuhn	Human Services Council
Jennifer Campos	City of Vancouver	Jon Makler	ODOT
Jim Carothers	City of Camas	Chris Malon	City of Vancouver
Rob Charles	City of Washougal	Chris Myers	Metro
Mike Clark	WSDOT	Katie Nelson	C-TRAN
Mark Herceg	City of Battle Ground	Bill Wright	Clark County
Matt Ransom (Chair)	RTC		

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. Urban Clark County is part of the northeast quadrant of the Portland, Oregon metropolitan area.

Figure 1: Location of Clark County, Washington

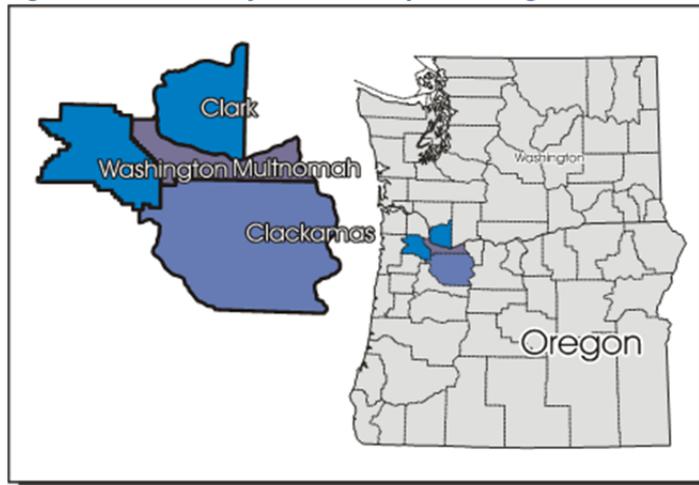
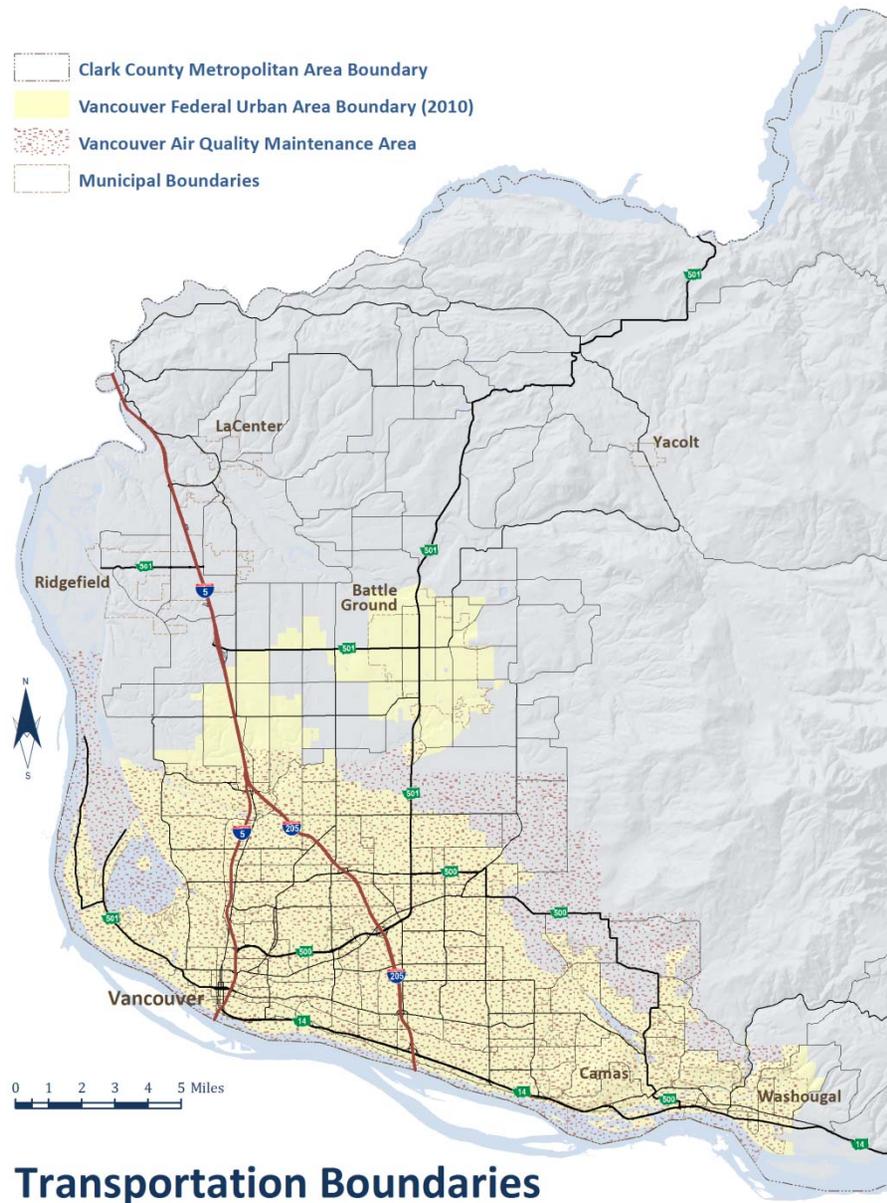


Figure 2: Transportation Boundaries



Chapter 1: Introduction

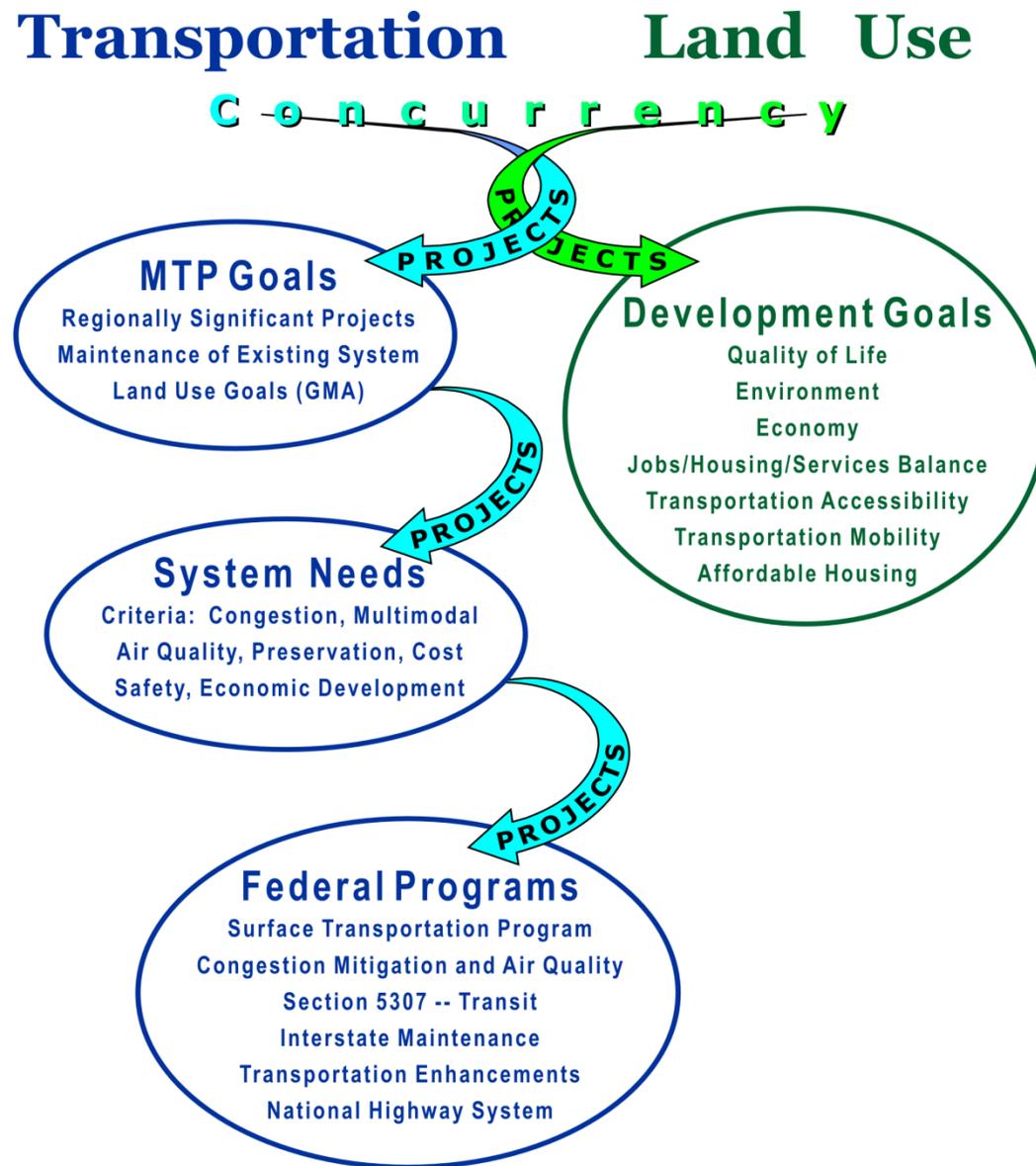


BACKGROUND AND PURPOSE

The Transportation Improvement Program is composed of transportation projects, to be implemented in the next four years that address the regional transportation system needs within Clark County, Washington. Only regionally significant projects that plan to obligate funds within the next four years are included in the TIP. 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 TIP. The TIP 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 TIP is to demonstrate that available transportation resources are being used to implement the region's long range transportation plan.

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 TIP is generally prepared each year, but must be updated at least every four years. The TIP process is used to determine which projects from the Metropolitan Transportation Plan will be given funding priority year by year.

Figure 3: TIP Development Process



TIP 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 TIP 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 TIP. At the regional selection level, the needs criteria are intermodal/multimodal and address project funding across all federal funding categories. The criteria support 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.

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 TIP 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 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 TIP state that they satisfy the POP requirements of the Section 5307 program.

The TIP is also developed from the adopted local transportation improvement programs compiled annually by each agency. As required, 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 TIP as outlined in RTC's Public Participation Plan.

Citizens and appropriate parties were provided a reasonable opportunity to comment on the TIP 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 Open House was held at the Vancouver Library on September 8, 2014, to receive public comment on RTC's plans and programs. A TIP public comment period lasting from August 29, 2014 until October 7, 2014 was provided. The draft TIP document and project information was made available during the public comment period. Notices of the opportunity to comment on the TIP were distributed to the local media, neighborhoods, and other interested parties. News releases and other TIP information were made available on the RTC Website. From June 2014 through October 2014, public discussions of the TIP 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.



TIP Administration



Occasionally changes need to be made to the TIP following its adoption. Federal regulations permit changes to the TIP if the procedures for doing so are consistent with federal requirement. These changes will be handled through three separate processes (Update, Administrative Modification, and TIP 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 Executive Director. Amendments are substantial changes to projects that require action from the RTC Board of Directors. RTC's TIP 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 TIP administration process may differ from that of the State. These TIP Administration processes are further explained and procedures are outlined below:

Updates

Include minor changes which do not require the TIP to be changed prior to project implementation.

- ◆ Moving a project within the four years of the TIP.
- ◆ 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:

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



Administrative Modification

Projects that meet the following conditions can be administratively modified into the TIP at the discretion of the RTC Executive 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 TIP that was included in a previous version of the TIP (STIP Amendment Required).

Process:

- ❖ Local agency submits written request for change to RTC.
- ❖ RTC staff evaluates request for change for financial feasibility, air quality, consistency with MTP, etc.
- ❖ RTC Executive Director approves as an Administrative Modification.
- ❖ RTC staff will work with WSDOT staff to make the appropriate changes to the TIP and STIP.
- ❖ RTAC is notified of all Administrative Modifications to the TIP.
- ❖ All Administrative Modifications will be identified on the RTC TIP 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:

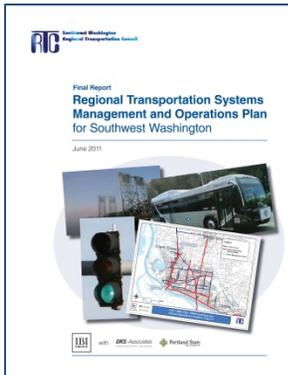
- ❖ Local agency submits written request for amendment to RTC.
- ❖ RTC staff evaluates request for amendment for financial feasibility, air quality, consistency with MTP, etc.
- ❖ The Regional Transportation Advisory Committee reviews request for amendment and makes a recommendation to the RTC Board.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



Transportation Alternatives Program (TAP) Process

Selection of TAP projects is accomplished through the regional planning process and is generally conducted every other year. 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 a ranked list of projects to RTC Board, and 5) RTC Board approves the 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, §450.334, the Washington State Department of Transportation (WSDOT) and the Southwest Washington Regional Transportation Council (RTC), 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:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. 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;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. 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;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, 38, and 28 CFR Part 35;
8. 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;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. 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 Transportation Improvement Program (TIP) 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 TIP as required by federal law. This means that even fully funded projects would be excluded from the TIP 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 TIP.

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 (TIP) 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 (LMP) 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



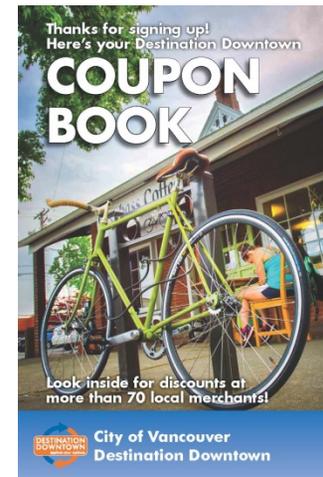
Carbon monoxide emissions forecasts contained in the Limited Maintenance Plan for on-road mobile sources show a continued decline in CO emissions during the Maintenance Plan period. The 2002 base year for the Limited Maintenance Plan shows 383,058 pounds a day for CO on-road mobile sources. The Limited 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 State Implementation Plan (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 continue 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 2015-2018 Transportation Improvement Program (TIP) for Clark County does not contribute to violations of ozone or carbon monoxide emission standards.





Chapter 2: Financial Plan and Resources



INTRODUCTION

Federal rules require that Transportation Improvement Programs (TIP) prepared by MPOs include a financial plan that demonstrates that the program is financially realistic for each year of the TIP. 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 TIP 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 TIP.

The TIP 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 TIP are considered to have a reasonable expectation of being fully funded, even if funding is outside of the four-year TIP program period.

Assumptions

Projects programmed in the Transportation Improvement Program (TIP) 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 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

Maintenance and preservation costs for state and local agencies have been estimated based on historical data from the WSDOT Finance Division, WSDOT Southwest Region, local agencies, and C-TRAN.

Before consideration can be given to system expansion, the region needs to ensure that sufficient money is available to adequately maintain, preserve, and operate the transportation system already in existence. 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 the 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 costs per year.

These costs are likely to take up a greater percentage of available revenues over time as the transportation system ages and grow. 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.

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):** 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 reverses 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 created 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.

- ◆ **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.

- ◆ **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.
- ◆ **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.
- ◆ **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.
- ◆ **Small City Pavement Preservation Program (SCPPP):** Provides funding for rehabilitation and maintenance of the small city roadway system.
- ◆ **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.



- ◆ **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.

- ◆ **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. The program is dependent on the Washington State Legislature funding the program.

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.



PROJECT SELECTION

In order to meet the federal requirements, all federal projects programmed in the 2015-2018 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.

FINANCIAL FEASIBILITY

Financial feasibility is accomplished by demonstration that adequate resources are available to implement the projects programmed in the TIP. The TIP 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. As illustrated on Table 1 on the next page, there is a remaining balance of revenue between years 2015-2018.

Table 1: 2015-2018 Financial Feasibility Summary

9/19/2014

(Cost in Thousands of Dollars)

Funding Type	Year	Carry-Over Previous Yr.	Allocation	Available Revenue	Program Totals	Remaining Funds
Section 5307	2015	\$7,495	\$5,576	\$13,071	\$7,495	\$5,576
Section 5310	2016	\$5,576	\$5,576	\$11,152	\$5,576	\$5,576
Section 5337	2017	\$5,576	\$5,576	\$11,152	\$5,576	\$5,576
Section 5339	2018	\$5,576	\$5,576	\$11,152	\$5,576	\$5,576
CMAQ	2015	(\$2,500)	\$3,160	\$660	\$606	\$54
	2016	\$54	\$3,160	\$3,214	\$1,342	\$1,873
	2017	\$1,873	\$3,160	\$5,033	\$4,671	\$361
	2018	\$361	\$3,160	\$3,521	\$2,407	\$1,115
STP Regional	2015	(\$4,180)	\$5,450	\$1,270	\$1,130	\$140
	2016	\$140	\$5,450	\$5,590	\$4,695	\$895
	2017	\$895	\$5,450	\$6,345	\$4,983	\$1,362
	2018	\$1,362	\$5,450	\$6,812	\$4,605	\$2,207
TAP	2015	\$1	\$489	\$489	\$0	\$489
	2016	\$489	\$489	\$978	\$502	\$476
	2017	\$476	\$489	\$965	\$0	\$965
	2018	\$965	\$489	\$1,453	\$0	\$1,453
State Selected HSIP, NHPP, STP- State, BR, SRTS	2015	\$0	\$11,735	\$11,735	\$11,735	\$0
	2016	\$0	\$0	\$0	\$0	\$0
	2017	\$0	\$35	\$35	\$35	\$0
	2018	\$0	\$0	\$0	\$0	\$0
Discretionary Demo	2015	\$0	\$750	\$750	\$750	\$0
	2016	\$0	\$37,832	\$37,832	\$37,832	\$0
State/Local	2015	\$0	\$7,555	\$7,555	\$7,555	\$0
	2016	\$0	\$13,247	\$13,247	\$13,247	\$0
	2017	\$0	\$13,605	\$13,605	\$13,605	\$0
	2018	\$0	\$8,046	\$8,046	\$8,046	\$0
Financial Feasibility		\$816	\$151,504	\$152,319	\$141,969	\$10,351

Chapter 3: 2015-2018 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 Transportation Improvement Program (TIP) 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 2015 through 2018 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.

Table 2: 2015 Summary

2015 Summary

9/19/2014

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	\$4,600		\$1,150	\$5,750
	2	C-TRAN	Associated Transportation Improvements	\$141		\$35	\$176
	Section 5307 Program Totals			\$4,741	\$0	\$1,185	\$5,926
Section 5310	1	C-TRAN	ADA Expansion	\$851		\$213	\$1,064
	Section 5310 Program Totals			\$851	\$0	\$213	\$1,064
Section 5337	1	C-TRAN	Bus Replacement	\$247		\$62	\$309
	Section 5337 Program Totals			\$247	\$0	\$62	\$309
Section 5339	1	C-TRAN	Bus Replacement	\$1,656		\$414	\$2,070
	Section 5339 Program Totals			\$1,656	\$0	\$414	\$2,070
CMAQ	1	WSDOT	SR-14 Traveler Information, 164th-NW 6th (CN)	\$606		\$228	\$834
	CMAQ Program Totals			\$606	\$0	\$228	\$834
STP-Region STP-Urban STP-Rural	1	Washougal	Evergreen/32nd St. Intersection (CN)	\$850		\$597	\$1,447
	2	RTC	UPWP & CMP Support (PE)	\$250		\$39	\$289
	1	Clark County	Carty Road Reconstruction (PE)	\$30		\$377	\$407
	STP (Regional) Program Totals			\$1,130	\$0	\$1,013	\$2,143
TAP	Transportation Alternatives Program Totals			\$0	\$0	\$0	\$0
Discretionary	1	Vancouver	Vancouver Waterfront Trail-TCSP (CN)	\$750	\$750	\$0	\$1,500
	Discretionary Totals			\$750	\$750	\$0	\$1,500
HSIP	1	Vancouver	Mill Plain Blvd.-104 to NE Chkalov Dr. (RW)	\$500		\$0	\$500
			Signal, access, and realignment (CN)	\$1,280		\$0	\$1,280
	HSIP Totals			\$1,780	\$0	\$0	\$1,780
STP-State	1	WSDOT	SR-501/Gee Creek Br. to S 56th Pl-Paving (CN)	\$1,047		\$21	\$1,068
	1	WSDOT	SR-503/4th Plain to 119th St-Median Curb (PE)	\$24		\$1	\$25
	1	WSDOT	SR-503/SR-500 Orchards to BG-Grind/Inlay (CN)	\$5,532		\$113	\$5,645
	STP-State Program Totals			\$6,603	\$0	\$135	\$6,738
NHPP	1	WSDOT	SR-14 Traveler Information, 164th-NW 6th (CN)	\$466		\$0	\$466
	1	WSDOT	SR-503/4th Plain to 119th St-Median Curb (CN)	\$245		\$5	\$250
	NHPP Program Totals			\$711	\$0	\$5	\$716

2015 Summary

9/19/2014

Year of Expenditure Cost in Thousands of Dollars)

Funding Type	Priority	Agency	Project Description	Federal Funds	State Funds	Local Funds	Total Funds
STP-BR	1	Clark County	Big Tree Creek Bridge #120 (CN)	\$438		\$50	\$488
	1	Clark County	Brush Prairie Bridge (CN)	\$370		\$38	\$407
	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				\$2,472	\$0	\$471
SRTS	1	Washougal	Jemtegaard Trail Improvements (CN)	\$416		\$0	\$416
	SRTS Program Totals				\$416	\$0	\$0
State/Local	1	Clark County	Big Tree Creek Bridge #120 (RW)			\$5	\$5
	1	Clark County	Carty Road Reconstruction (RW)			\$85	\$85
	1	Vancouver	Vancouver Waterfront Trail (RW)			\$3,000	\$3,000
	State/Local Program Totals				\$0	\$0	\$3,085

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

Table 3: 2016 Summary

2016 Summary

9/19/2014

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	\$4,600		\$1,150	\$5,750	
	2	C-TRAN	Associated Transportation Improvements	\$46		\$12	\$58	
	Section 5307 Program Totals			\$4,646	\$0	\$1,162	\$5,808	
Section 5310	1	C-TRAN	ADA Expansion	\$285		\$71	\$356	
	Section 5310 Program Totals			\$285	\$0	\$71	\$356	
Section 5337	1	C-TRAN	Bus Replacement	\$80		\$20	\$100	
	Section 5337 Program Totals			\$80	\$0	\$20	\$100	
Section 5339	1	C-TRAN	Bus Replacement	\$565		\$141	\$706	
	Section 5339 Program Totals			\$565	\$0	\$141	\$706	
CMAQ	1	Vancouver	Fourth Plain Subarea Sidewalk Infill Project (RW)	\$400		\$63	\$463	
	2	Vancouver	Main St.-Columbia St. Traffic Signal Int. (CN)	\$855		\$133	\$988	
	3	WSDOT	SR 503 ATIS Infill, 4th Plain to Main St. (PE)	\$87		\$14	\$100	
	CMAQ Program Totals			\$1,342	\$0	\$210	\$1,551	
STP-Region STP-Urban	1	Vancouver	Mill Plain Blvd.-104th to NE Chkalov Dr. (CN) <i>Signal, access, and realignment</i>	\$2,000		\$320	\$2,320	
	2	Camas	NW Brady Road, 16th Av. to 25th Av. (PE) <i>Widen to 3 lanes, sidewalk, and bike lanes</i>	\$339		\$261	\$600	
	3	Battle Ground	SR 502/SR 503 Right Turn Lanes (PE) <i>Add dedicated right turn lanes</i>	\$144		\$23	\$166	
	4	RTC	UPWP & CMP Support (PE)	\$250		\$39	\$289	
	STP-Rural	1	Clark County	Carty Road Reconstruction (CN)	\$1,270		\$496	\$1,766
		1	La Center	4th St. and Pacific Highway Roundabout (CN)	\$692		\$695	\$1,387
		STP (Regional) Program Totals			\$4,695	\$0	\$1,834	\$6,529
TAP	1	Clark County	Salmon Creek Avenue, WSU-PV Park - Path (CN)	\$502		\$223	\$725	
	Transportation Alternatives Program Totals			\$502	\$0	\$223	\$725	

2016 Summary

9/19/2014

(Year of Expenditure Cost in Thousands of Dollars)

Funding Type	Priority	Agency	Project Description	Federal Funds	State Funds	Local Funds	Total Funds
Discretionary	1	C-TRAN	Fourth Plain Bus Rapid Transit-New Starts (RW)	\$510	\$50	\$78	\$638
			<i>Bus Rapid Transit primarily in mixed traffic</i> (CN)	\$37,832	\$2,650	\$6,808	\$47,290
Discretionary Totals				\$38,342	\$2,700	\$6,886	\$47,928
HSIP	HSIP Totals			\$0	\$0	\$0	\$0
STP-State	STP-State Program Totals			\$0	\$0	\$0	\$0
NHPP	NHS Program Totals			\$0	\$0	\$0	\$0
STP-BR	BR Program Totals			\$0	\$0	\$0	\$0
SRTS	SRTS Program Totals			\$0	\$0	\$0	\$0
State/Local	State/Local Program Totals			\$0	\$0	\$0	\$0

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

Table 4: 2017 Summary

2017 Summary

9/19/2014

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	\$4,600		\$1,150	\$5,750
	2	C-TRAN	Associated Transportation Improvements	\$46		\$12	\$58
	Section 5307 Program Totals			\$4,646	\$0	\$1,162	\$5,808
Section 5310	1	C-TRAN	ADA Expansion	\$285		\$71	\$356
	Section 5310 Program Totals			\$285	\$0	\$71	\$356
Section 5337	1	C-TRAN	Bus Replacement	\$80		\$20	\$100
	Section 5337 Program Totals			\$80	\$0	\$20	\$100
Section 5339	1	C-TRAN	Bus Replacement	\$565		\$141	\$706
	Section 5339 Program Totals			\$565	\$0	\$141	\$706
CMAQ	1	Clark County	Orchards Traffic Signal Optimization (CN)	\$3,000		\$1,255	\$4,255
	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
	4	WSDOT	Vancouver Urban ITS Device Infill (PE)	\$66		\$14	\$80
	4	WSDOT	SR-503, Fourth Plain to Main ITS Device Infill (PE)	\$33		\$7	\$40
	4	Clark County	Signal Timing, Evaluation, Verification, Enhanc. (PE)	\$160		\$40	\$200
	4	Washougal	32nd Street Active Traveler Information Sign (PE)	\$40		\$7	\$47
	4	C-TRAN	Open Trip Planner and Alerts System (All)	\$128		\$32	\$160
	CMAQ Program Totals			\$4,671	\$0	\$1,550	\$6,221
STP-Region STP-Urban	1	Vancouver	NE 18th Street, Four Seasons to 136th Av. (CN) <i>Widen to 5-lanes, with sidewalk, path, bike lanes</i>	\$2,000		\$7,000	\$9,000
	2	Clark County	NE 94th Avenue, Padden Parkway to 99th St. (CN) <i>Intersection and street widening</i>	\$1,800	\$1,412	\$2,067	\$5,279
	3	Clark County	NE 119th Street, 50th Av. to 72nd Av. (PE) <i>Widen to 3 lanes, sidewalk, and bike lanes</i>	\$675		\$145	\$820
	4	Battle Ground	SR 502/SR 503 Right Turn Lanes (RW) <i>Add dedicated right turn lanes</i>	\$108		\$17	\$125
	5	RTC	VAST/TSMO Coordination and Mgt. (PE)	\$150		\$23	\$173
	5	RTC	UPWP & CMP Support (PE)	\$250		\$39	\$289
	STP (Regional) Program Totals			\$4,983	\$1,412	\$9,291	\$15,686

2017 Summary

9/19/2014

Year of Expenditure Cost in Thousands of Dollars)

Funding Type	Priority	Agency	Project Description	Federal Funds	State Funds	Local Funds	Total Funds
TAP	Transportation Alternatives Program Totals			\$0	\$0	\$0	\$0
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	NHPP Program Totals			\$0	\$0	\$0	\$0
STP-BR	BR Program Totals			\$0	\$0	\$0	\$0
SRTS	1	Washougal	Jemtegaard Trail Improvements (PE)	\$35		\$0	\$35
	SRTS Program Totals			\$35	\$0	\$0	\$35
State/Local	1	Port of Van.	Port Connector Bike/Ped Path (CN)			\$760	\$760
	1	Camas	NW Brady Road, 16th Av. to 25th Av. (RW)			\$800	\$800
	1	Clark County	NE 119th Street, 50th Av. to 72nd Av. (RW)			\$1,370	\$1,370
	State/Local Totals			\$0	\$0	\$1,370	\$1,370

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

Table 5: 2018 Summary

2018 Summary

9/19/2014

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	\$4,600		\$1,150	\$5,750
	2	C-TRAN	Associated Transportation Improvements	\$46		\$12	\$58
	Section 5307 Program Totals			\$4,646	\$0	\$1,162	\$5,808
Section 5310	1	C-TRAN	ADA Expansion	\$285		\$71	\$356
	Section 5310 Program Totals			\$285	\$0	\$71	\$356
Section 5337	1	C-TRAN	Bus Replacement	\$80		\$20	\$100
	Section 5337 Program Totals			\$80	\$0	\$20	\$100
Section 5339	1	C-TRAN	Bus Replacement	\$565		\$141	\$706
	Section 5339 Program Totals			\$565	\$0	\$141	\$706
CMAQ	1	WSDOT	Vancouver Urban ITS Device Infill (CN)	\$652		\$143	\$795
	1	WSDOT	SR-503, Fourth Plain to Main ITS Device Infill (CN)	\$275		\$60	\$335
	1	Clark County	Signal Timing, Evaluation, Verification, Enhanc. (CN)	\$760		\$190	\$950
	2	C-TRAN	Bus Replacement (All)	\$720		\$180	\$900
	CMAQ Program Totals			\$2,407	\$0	\$573	\$2,980
STP-Region STP-Urban	1	Vancouver	NE 18th Street, Four Seasons to 136th Av. (CN) <i>Widen to 5-lanes, with sidewalk, path, bike lanes</i>	\$2,000			\$2,000
	2	Clark County	NE 94th Avenue, Padden Parkway to 99th St. (CN) <i>Intersection and street widening</i>	\$1,600			\$1,600
	3	Clark County	NE 119th Street, 50th Av. to 72nd Av. (CN) <i>Widen to 3 lanes, sidewalk, and bike lanes</i>	\$500		\$6,000	\$6,500
	4	RTC	VAST/TSMO Coordination and Mgt. (PE)	\$205		\$32	\$237
	4	RTC	UPWP & CMP Support (PE)	\$300		\$47	\$347
	STP (Regional) Program Totals			\$4,605	\$0	\$6,079	\$10,684

2018 Summary

9/19/2014

Year of Expenditure Cost in Thousands of Dollars)

Funding Type	Priority	Agency	Project Description	Federal Funds	State Funds	Local Funds	Total Funds
TAP			Transportation Alternatives Program Totals	\$0	\$0	\$0	\$0
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			NHPP Program Totals	\$0	\$0	\$0	\$0
STP-BR			BR Program Totals	\$0	\$0	\$0	\$0
SRTS			SRTS Program Totals	\$0	\$0	\$0	\$0
State/Local			State/Local Program Totals	\$0	\$0	\$0	\$0

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



**Washington State S. T. I. P.
2015 to 2018
(Project Funds to Nearest Dollar)
totals for years 2015 thru 2018**

Report Date - October 02, 2014

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.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 2, 2014

County: Clark

Agency: Battle Ground

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			BG11-08	03	0.000	CE	Yes	SR 503	SR 503	2,793,413	

SR 502/SR 503 Right Turn Lanes

Add dedicated right turn lanes to the North, East, and West legs of the intersection of SR 502 & SR 503

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
PE	2016		STP(UL)	143,900		0	22,500	166,400
RW	2017		STP(UL)	108,100		0	16,900	125,000
Project Totals				252,000		0	39,400	291,400

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	166,400	0	0	0
RW	0	0	125,000	0	0
Totals	0	166,400	125,000	0	0

Federal Funds				State Funds	Local Funds	Total
Agency Totals for Battle Ground				0	39,400	291,400

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 2, 2014

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	2,132,559	

ADA Expansion

Provide for additional ADA services through the purchase of items such as technology hardware and software to support travel training, transportation services, and mobility management.

Funding

Phase	Start Date	Federal Funds		State Funds		Local Funds	Total	
		Federal	Fund Code	State Fund Code	State Funds			
ALL	2015		5310		851,047	0	212,762	1,063,809
ALL	2016		5310		285,000	0	71,250	356,250
ALL	2017		5310		285,000	0	71,250	356,250
ALL	2018		5310		285,000	0	71,250	356,250
		Project Totals			1,706,047	0	426,512	2,132,559

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	1,063,809	356,250	356,250	356,250	0
Totals	1,063,809	356,250	356,250	356,250	0

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 2, 2014

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	348,326	

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	2015		5307	140,661			0	35,165	175,826
ALL	2016		5307	46,000			0	11,500	57,500
ALL	2017		5307	46,000			0	11,500	57,500
ALL	2018		5307	46,000			0	11,500	57,500
Project Totals				278,661			0	69,665	348,326

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	175,826	57,500	57,500	57,500	0
Totals	175,826	57,500	57,500	57,500	0

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 2, 2014

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	5,697,876	

Bus Replacement

Purchase approximately 5-8 vehicles in years 2017 and 2018 depending on size and configuration. Some of these vehicles will be hybrid. Actual size and type of vehicle to be determined later.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
ALL	2015		5339	1,655,852			0	413,963	2,069,815
ALL	2015		5337	247,449			0	61,862	309,311
ALL	2016		5337	80,000			0	20,000	100,000
ALL	2016		5339	565,000			0	141,250	706,250
ALL	2017		5339	565,000			0	141,250	706,250
ALL	2017		5337	80,000			0	20,000	100,000
ALL	2018		CMAQ	720,000			0	180,000	900,000
ALL	2018		5337	80,000			0	20,000	100,000
ALL	2018		5339	565,000			0	141,250	706,250
Project Totals				4,558,301			0	1,139,575	5,697,876

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	2,379,126	806,250	806,250	1,706,250	0
Totals	2,379,126	806,250	806,250	1,706,250	0

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 2, 2014

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	52,928,000	

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
RW	2016		5309(NS)	510,400		WSDOT	50,000	77,600	638,000
CN	2016		5309(NS)	37,832,000		WSDOT	2,650,000	6,808,000	47,290,000
Project Totals				38,342,400			2,700,000	6,885,600	47,928,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	0	338,000	300,000	300,000	0
CN	0	20,500,000	26,790,000	0	0
Totals	0	20,838,000	27,090,000	300,000	0

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 2, 2014

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.
11			WA-07324	23	0.000	CE	No	District Wide	District Wide	160,000	

Open Trip Planner and Alerts System

Provide user access to traveler information applications for more accurate trip planning.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
ALL	2017		CMAQ	128,000			0	32,000	160,000
Project Totals				128,000			0	32,000	160,000

Expenditure Schedule

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

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 2, 2014

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	23,000,000	

Preventative Maintenance

For maintenance of transit assets.

Funding

Phase	Start Date	Federal Funds		State Fund Code	State Funds	Local Funds	Total	
		Federal	Fund Code					
ALL	2015		5307		4,600,000	0	1,150,000	5,750,000
ALL	2016		5307		4,600,000	0	1,150,000	5,750,000
ALL	2017		5307		4,600,000	0	1,150,000	5,750,000
ALL	2018		5307		4,600,000	0	1,150,000	5,750,000
		Project Totals			18,400,000	0	4,600,000	23,000,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	5,750,000	5,750,000	5,750,000	5,750,000	0
Totals	5,750,000	5,750,000	5,750,000	5,750,000	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for C-TRAN	63,413,409	2,700,000	13,153,352	79,266,761

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 2, 2014

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			01-2015	04	0.630	CE	Yes	NW 16th Avenue	500' N of NW 25th Ave	5,800,000	

NW Brady Road Improvements

Improve to urban standards with three lanes, sidewalks, storm system, illumination, and utilities

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
PE	2016		STP(UL)	339,000		0	261,000	600,000
RW	2017			0		0	800,000	800,000
Project Totals				339,000		0	1,061,000	1,400,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	400,000	150,000	50,000	0
RW	0	0	400,000	400,000	0
Totals	0	400,000	550,000	450,000	0

Federal Funds				State Funds	Local Funds	Total
Agency Totals for Camas				0	1,061,000	1,400,000

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 2, 2014

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	868,400	

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	2015				0	0	5,000	5,000
CN	2015		STP(BR)		438,400	0	50,000	488,400
Project Totals					438,400	0	55,000	493,400

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	5,000	0	0	0	0
CN	400,000	88,400	0	0	0
Totals	405,000	88,400	0	0	0

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 2, 2014

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	782,000	

Brush Prairie Bridge

Seismic retrofit and scour mitigation of bridge.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2015		STP(BR)	369,550			0	37,450	407,000
Project Totals				369,550			0	37,450	407,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	407,000	0	0	0	0
Totals	407,000	0	0	0	0

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 2, 2014

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			WA-07320	04	2.370	CE	Yes	NE 10th Ave	NW Hillhurst Rd	2,258,000	

Carty Road Reconstruction

Replace culvert, improve sight distances and add/upgrade guardrail

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
PE	2015		STP(R)	30,000		0	376,700	406,700
RW	2015			0		0	85,000	85,000
CN	2016		STP(R)	1,270,000		0	496,300	1,766,300
Project Totals				1,300,000		0	958,000	2,258,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	206,700	200,000	0	0	0
RW	40,000	45,000	0	0	0
CN	0	750,000	1,016,300	0	0
Totals	246,700	995,000	1,016,300	0	0

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 2, 2014

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 Fund Code	State Funds	Local Funds	Total
CN	2015		STP(BR)	1,530,000			0	383,000	1,913,000
Project Totals				1,530,000			0	383,000	1,913,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,757,000	156,000	0	0	0
Totals	1,757,000	156,000	0	0	0

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 2, 2014

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-07326	04	1.000	CE	Yes	NE 50th Avenue	NE 72nd Avenue	8,690,000	

NE 119th Street (NE 50th Avenue to NE 72nd Avenue)

This project will improve NE 119th Street to a three-lane minor arterial standard, adding a continuous center turn lane, bicycle lanes, sidewalks, drainage and mitigation. Utilities will be installed and/or improved.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2017		STP(UL)	675,000			0	145,000	820,000
RW	2017			0			0	1,370,000	1,370,000
CN	2018		STP(UL)	500,000			0	6,000,000	6,500,000
Project Totals				1,175,000			0	7,515,000	8,690,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	500,000	320,000	0	0
RW	0	100,000	1,270,000	0	0
CN	0	0	0	6,500,000	0
Totals	0	600,000	1,590,000	6,500,000	0

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 2, 2014

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	1.480	CE	Yes	NE Padden Parkway Vicinity	NE 99th Street	9,621,000	

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
CN	2017		STP(UL)	1,800,000		TIB	1,412,000	2,067,000	5,279,000
CN	2018		STP(UL)	1,600,000			0	0	1,600,000
Project Totals				3,400,000			1,412,000	2,067,000	6,879,000

Expenditure Schedule

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

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 2, 2014

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 Fund Code	State Funds	Local Funds	Total
CN	2017		CMAQ	3,000,000		0	1,254,965	4,254,965
Project Totals				3,000,000		0	1,254,965	4,254,965

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	3,254,965	1,000,000	0	0	0
Totals	3,254,965	1,000,000	0	0	0

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 2, 2014

County: Clark

Agency: Clark Co.

Func CIs	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	4440(004)		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, multi-use path on the north/west side of NE Salmon Creek Avenue from the WSUV Entrance adjacent to Pleasant Valley Park. A pedestrian crosswalk/HAWK Beacon across Salmon Creek Avenue at the entrance to Pleasant Valley Park will be installed.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2016		TAP(UL)	501,800		0	223,200	725,000
Project Totals				501,800		0	223,200	725,000

Expenditure Schedule

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

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 2, 2014

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-07322	44	15.200	CE	No	NW 139th St	Padden Pkwy	1,150,000	

Signal Timing, Evaluation, Verification and Enhancement

Install Intelligent Transportation System (ITS) devices, collect and analyze data in real-time

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2017		CMAQ	160,000			0	40,000	200,000
CN	2018		CMAQ	760,000			0	190,000	950,000
Project Totals				920,000			0	230,000	1,150,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	160,000	40,000	0
CN	0	0	0	850,000	100,000
Totals	0	0	160,000	890,000	100,000

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 2, 2014

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	2006(065)		WA-05170	14	0.010	CE	No	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
CN	2015		STP(BR)	133,725			0	0	133,725
Project Totals				133,725			0	0	133,725

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	133,725	0	0	0	0
Totals	133,725	0	0	0	0

Agency Totals for Clark Co.	Federal Funds		State Funds	Local Funds	Total
	12,768,475		1,412,000	12,723,615	26,904,090

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 2, 2014

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	D063(003)		WA-04003	03	0.120	CE	No	Pacific Highway	Pacific Highway	1,587,400	

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
CN	2016		STP(R)	692,000			0	695,400	1,387,400
Project Totals				692,000			0	695,400	1,387,400

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	1,387,400	0	0	0
Totals	0	1,387,400	0	0	0

Agency Totals for La Center	Federal Funds		State Funds	Local Funds	Total
	692,000		0	695,400	1,387,400

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 2, 2014

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	1350(024)		WA-05750	28	0.330	CE	No	Port Office	Gateway Av.	838,129	

Port Connector Bike/Ped Path

Construct a multimodal path. Project will include raised platform, landscaping, street furniture, and signage.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2017			0		0	759,500	759,500
Project Totals				0		0	759,500	759,500

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	0	759,500	0	0
Totals	0	0	759,500	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Port of Vancouver	0	0	759,500	759,500

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 2, 2014

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	1,213,872	

UPWP & CMP Support

Support work elements of the Unified Planning Work Program, 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)	250,000		0	39,017	289,017
PE	2018		STP(UL)	300,000		0	46,821	346,821
Project Totals				1,050,000		0	163,872	1,213,872

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	289,017	289,017	289,017	346,821	0
Totals	289,017	289,017	289,017	346,821	0

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 2, 2014

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-07388	18	0.000	CE	No	NA	NA	410,404	

VAST/TSMO Coordination and Management

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
PE	2017		STP(UL)	150,000		0	23,410	173,410
PE	2018		STP(UL)	205,000		0	31,994	236,994
Project Totals				355,000		0	55,404	410,404

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	173,410	236,994	0
Totals	0	0	173,410	236,994	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for RTC	1,405,000	0	219,276	1,624,276

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 2, 2014

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 Fund Code	State Funds	Local Funds	Total
RW	2016		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	463,000	0	0	0	0
CN	0	0	439,000	0	0
Totals	463,000	0	439,000	0	0

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 2, 2014

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.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 2, 2014

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 Fund Code	State Funds	Local Funds	Total
RW	2015		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	1,280,000	2,320,000	0	0	0
Totals	1,780,000	2,320,000	0	0	0

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 2, 2014

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	4254(005)		WA-04776	03	1.000	EA	Yes	Four Seasons Lane	136th Avenue	14,237,000	

NE 18th Street, Four Seasons to 136th Ave.

Improve substandard principal arterial to urban arterial standards, with 5 travel lanes, sidewalk, path, and bicycle lanes. PE phase was completed under project 4254(004).

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2017		STP(UL)	2,000,000		0	7,000,000	9,000,000
CN	2018		STP(UL)	2,000,000		0	0	2,000,000
Project Totals				4,000,000		0	7,000,000	11,000,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	0	9,000,000	2,000,000	0
Totals	0	0	9,000,000	2,000,000	0

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 2, 2014

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	5,500,000	

Vancouver Waterfront Trail

The Vancouver Waterfront Trail Project will construct a trail and trail amenities, such as benches and lights from Columbia to Lincoln.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2015		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	500,000	0	0	0	0
Totals	3,500,000	0	0	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Vancouver	10,165,000	750,000	10,575,000	21,490,000

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 2, 2014

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.
12			WA-07349	15	0.000	CE	No	W. Washougal River Rd.	W. Washougal River Rd.	47,000	

32nd Street Active Traveler Information Feasibility

Readerboard sign on eastbound SR-14 located west of Washougal River Road to notify drivers of 32nd Street closure due to rail crossing and divert drivers to Washougal River Road to avoid delays and queuing on 32nd Street

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2017		CMAQ	40,000		0	7,000	47,000
Project Totals				40,000		0	7,000	47,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	47,000	0	0	0	0
Totals	47,000	0	0	0	0

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 2, 2014

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	04	0.100	CE	Yes	32nd Street	32nd Street	1,728,361	

Evergreen @ 32nd St. Reconstruct

Reconstruct intersection at Evergreen and 32nd St. including new signal, widened thru and turn lanes, new bike lanes, pedestrian facilities, median installations, new pavement, and utilities.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2015		STP(UL)	850,000		0	597,000	1,447,000
Project Totals				850,000		0	597,000	1,447,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,447,000	0	0	0	0
Totals	1,447,000	0	0	0	0

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 2, 2014

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.
00	7099(001)		WA-06484	28	0.340	EA	No	Jemtegaard School	Sunset View Road	599,305	14-03

Jemtegaard Trail Improvements

Construct off site path, pedestrian bridge, and sidewalk for bicyclists and pedestrians to and from Jemtegaard Middle School and neighborhoods to the north.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2017		SRTS	35,305		0	0	35,305
CN	2015		SRTS	415,695		0	0	415,695
Project Totals				451,000		0	0	451,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	35,305	0	0
CN	0	415,695	0	0	0
Totals	0	415,695	35,305	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Washougal	1,341,000	0	604,000	1,945,000

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 2, 2014

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

Incident management and communications project

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2015		NHPP	465,500			0	0	465,500
CN	2015		CMAQ	606,375			0	228,125	834,500
Project Totals				1,071,875			0	228,125	1,300,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,250,000	50,000	0	0	0
Totals	1,250,000	50,000	0	0	0

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 2, 2014

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	0501(023)	450114P	450114P06	05	1.620	CE	No	17.88	19.50	1,189,960	

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
			Federal	Fund Code				
CN	2015	STP	1,046,914			0	21,366	1,068,280
Project Totals			1,046,914			0	21,366	1,068,280

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	993,151	75,129	0	0	0
Totals	993,151	75,129	0	0	0

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 2, 2014

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	21	8.200	CE	No	0.00	8.20	1,100,000	

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

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2016		CMAQ	86,500		0	13,500	100,000
CN	2017		CMAQ	865,000		0	135,000	1,000,000
Project Totals				951,500		0	148,500	1,100,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	47,056	52,944	0	0	0
CN	0	678,094	321,906	0	0
Totals	47,056	731,038	321,906	0	0

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 2, 2014

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		450317T	450317T06	44	8.200	CE	No	0	8.20	375,000	

SR 503, Fourth Plain to Main Street ITS Device Infill

Finalize the Southwest Region ITS plan's communications and ATIS device infill for the SR 503 corridor.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2017		CMAQ	32,800			0	7,200	40,000
CN	2018		CMAQ	274,700			0	60,300	335,000
Project Totals				307,500			0	67,500	375,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	28,000	12,000	0
CN	0	0	0	335,000	0
Totals	0	0	28,000	347,000	0

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 2, 2014

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	382,016	

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	2015	STP	24,000		0	1,000	25,000
CN	2015	NHPP	245,000		0	5,000	250,000
Project Totals			269,000		0	6,000	275,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	10,000	15,000	0	0	0
CN	100,000	150,000	0	0	0
Totals	110,000	165,000	0	0	0

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 2, 2014

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(028)	450313P	450313P06	06	8.110	CE	No	0.00	8.11	5,800,350	

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

Rehabilitate Pavement

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Fund Code				
CN	2015	STP	5,531,610			0	112,890	5,644,500
Project Totals			5,531,610			0	112,890	5,644,500

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	4,063,861	1,580,639	0	0	0
Totals	4,063,861	1,580,639	0	0	0

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 2, 2014

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.
00		400016T	400016T06	44		CE	No	Various	Various	875,000	

Vancouver Urban ITS Device Infill

Install remaining traffic surveillance cameras and detection within Clark County on I-5, I-205 and SR 14.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2017	CMAQ		65,600		0	14,400	80,000
CN	2018	CMAQ		651,900		0	143,100	795,000
Project Totals				717,500		0	157,500	875,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	12,000	68,000	0
CN	0	0	0	250,000	545,000
Totals	0	0	12,000	318,000	545,000

Agency Totals for WSDOT - SW	Federal Funds		State Funds	Local Funds	Total
		9,895,899	0	741,881	10,637,780

APPENDICES



APPENDIX A: MAJOR PROJECT LIST

Introduction

Federal regulation requires that the status of major projects from the preceding TIP be provided in the current TIP document. Given that the TIP is developed in late summer, an estimate of project development is made based on current plans and status may change before the end of the calendar year. The following provides a summary of estimated project status from the 2014-2017 TIP:

In addition, RTC develops an annual list of all projects that have obligated federal funds in the preceding year. This annual listing of obligated projects will be prepared and published on the RTC website no later than March 31st of each year.

Table 6: Major Projects from 2014-2017 TIP 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	\$3,881		\$970	\$4,851
S. 5307	C-TRAN	Bus Replacement	All	\$4,720		\$1,180	\$5,900
CMAQ	C-TRAN	Fourth Plain Bus Rapid Transit	PE	\$2,000	\$300	\$200	\$2,500
CMAQ	Clark County	Highway 99 Traffic Responsive Incident Mgt.	PE	\$72		\$42	\$114
CMAQ	WSDOT	SR-503 Traveler Information	CN	\$699		\$221	\$920
CMAQ	WSDOT	I-5/I-205 Bi-state Corridor Travel Time	CN	\$641		\$214	\$855
STP	La Center	4th Street and Pacific Highway Roundabout	PE	\$138		\$22	\$160
STP	Camas	NW 38th Av/SE 20th St., Phase 2	CN	\$2,200	\$1,720	\$0	\$3,920
STP	Clark County	NE 119th Street, 72nd Av. to 87th Av.	CN	\$3,500		\$11,148	\$14,648
State	WSDOT	I-5/134th St. Interchange	CN	\$0		\$3,400	\$3,400

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

Table 7: Major Projects from 2014-2017 TIP That Were Delayed

(Cost in Thousands of Dollars)

Funding Type	Agency	Project Description	Phase	Federal Funds	State Funds	Local Funds	Total Funds
HSIP	Vancouver	Mill Plain Blvd.-104th Av. to Chkalov Dr.	RW	\$500		\$0	\$500
NHPP	WSDOT	SR-14 Traveler Information, 164th-NW 6th	CN	\$466		\$228	\$694
STP-BR	Clark County	Big Tree Creek Bridge #120 (CN)	CN	\$438		\$0	\$438
STP-BR	Clark County	Brush Prairie Bridge (CN)	CN	\$370		\$0	\$370
STP-BR	Clark County	Fifth Plain Creek Bridge (CN)	CN	\$1,530		\$383	\$1,913
STP-BR	Clark County	Van Atta Bridge (CN)	CN	\$134		\$0	\$134

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

Table 8: Federally Funded Pedestrian and Bicycle Project from the 2014-2017 TIP That Were Obligated

(Cost in Thousands of Dollars)

Funding Type	Agency	Project Description	Phase	Federal Funds	State Funds	Local Funds	Total Funds
CMAQ	Vancouver	Vancouver Bicycle Mobility Program II	CN	\$61		\$9	\$70
TAP	Camas	NW 18th Av. Bike and Pedestrian Trail	CN	\$200		\$51	\$251
TAP	Clark County	Hazel Dell Area Sidewalk	CN	\$502		\$223	\$725
TAP	Battle Ground	Chelatchie Prairie Rail with Trail	PE	\$50		\$50	\$100
STP	Vancouver	Destination Downtown Program	PE	\$200		\$31	\$231
STP	Camas	NW 38th Av/SE 20th St, Phase 2	CN	\$2,200	\$1,720	\$0	\$3,920
STP	Clark County	NE 119th Street, 72nd Av. to 87th Av.	CN	\$3,500		\$11,148	\$14,648

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

APPENDIX B: CMAQ Air Quality Projects

Introduction

The following list of projects is seeking CMAQ funding within the 2015-2018 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.

Table 9: CMAQ Air Quality Project Status

Agency	Project Title	Project Description	Air Quality Benefits (kg per day)		
			CO	HC	NOx
WSDOT	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	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
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
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
C-TRAN	Hybrid Buses	Fund diesel/electric hybrid upgrades on 4 to 5 new Buses	-1.141	-0.355	1.072
WSDOT	Vancouver ITS Device Infill	This project would finalize the installation of traffic surveillance cameras and traffic detection within the I-5, I-205, and SR-14 corridors.	-10.690	-0.879	-1.825
WSDOT	SR-503 , Fourth Plain to SR-502 Device Infill	This project would finalize the communications and ATIS device infill for the SR-503 corridor.	-23.640	-19.715	-20.094
Clark County	Signal Time, Evaluation, Verification and Enhancement	Analyze traffic operations using collected data to improve traffic signal timing on Padden Parkway, Highway 99, NE 99th St., 139th St., and Tenny/134th St. corridors. Project includes installation of additional Bluetooth readers and development of standard methodology of	-129.091	-13.273	30.000

		evaluation.			
Washougal	32nd Street Active Traveler Information Feasibility	Evaluate feasibility and potentially design a traveler information sign on SR-14 to notify drivers when the NE 32nd Street railroad crossing is active.	-0.214	-0.018	-0.037
C-TRAN	Open Trip Planner and Alerts System	Implement multimodal regional trip planner and mapping system. The project also includes passenger alert information system.	-14.058	-1.386	-1.188

APPENDIX C: Public Comments

Introduction

Citizens and appropriate parties were provided a reasonable opportunity to comment on the 2015-2018 Transportation Improvement Program (TIP) through a public involvement process. This process includes a minimum of a 30 day public comment period that was held from August 29, 2014 until October 7, 2014. Public comment period concluded with testimony at the October 7, 2014 RTC Board meeting. The draft TIP document and project information was made available during the public comment period. The attached table includes all comments received along with RTC staff responses:

Table 10: Public Comments

Project	Support Project	Comment	Staff Response
ITS Projects	Yes	Supports cost effective solutions.	Region is implementing Regional Transportation Systems Management and Operations Plan for Southwest Washington, June 2011.
NE 18 th Street	Yes	Concern that improvement will attract more truck traffic and like the addition of regional bike/pedestrian trail.	The road improvement project will improve transportation conditions for all modes including freight and non-motorized modes.
Pavement Condition	Yes	Concern about decline in pavement condition.	Agencies program the preservation of the transportation system as a high priority. Preservation projects are implemented when most cost effective.



APPENDIX D: 2015-2018 TIP Project Analysis

Introduction

Appendix D provides an overview of the projects included in the 2015-2018 TIP including project type, spending by project type, and project locations.

Projects by Type

The projects in the TIP have been classified by the primary project type to represent the number and dollars associated with different types of projects. The difficulty is that most projects include multiple project types, and for the purpose of this analysis only the primary project type is included. Projects are classified by the following project types:

- ◆ **Bicycle & Pedestrian:** This includes standalone projects that primarily encourage walking and bicycling. This can include sidewalks, bicycle lanes, paths, improved pedestrian crossing, etc.
- ◆ **Bridge:** This represents all work that is accomplished on bridges. This can include bridge replacement, repair, and painting.
- ◆ **Planning:** This is about preparing, analyzing, and implementing studies and plans to improve the transport systems.
- ◆ **Preservation:** This represents a proactive approach in maintaining the existing transportation system. This can include pavement overlay, pavement repair, and transit vehicle maintenance.
- ◆ **Road Improvement:** This represents an improvement that enhances a roadway for motor vehicles. This can include road widening, reconstruction, and other geometric improvements.
- ◆ **Transit:** This includes all aspects of the general public transit service which C-TRAN provides within Clark County. This includes both operations and capital projects.
- ◆ **TSMO:** Transportation System Management and Operations are low-cost projects that are implemented to optimize the performance of existing transportation systems. These projects often include technology based improvements such as traffic detection and signal improvements.

Table 11: Projects by Type

Project Type	Number of Projects	% of Projects	Total Programmed	% of Total Programmed
Bicycle & Pedestrian	5	14%	\$7,335,805	5%
Bridge	4	11%	\$2,947,125	2%
Planning	2	5%	\$1,624,276	1%
Preservation	3	8%	\$29,712,780	20%
Road Improvement	10	27%	\$37,489,800	26%
Transit	5	14%	\$56,266,761	39%
TSMO	8	21%	\$10,089,965	7%
Total	38	100%	\$145,466,512	100%

Figure 4: Percentage of Projects by Project Type (Total Projects 37)

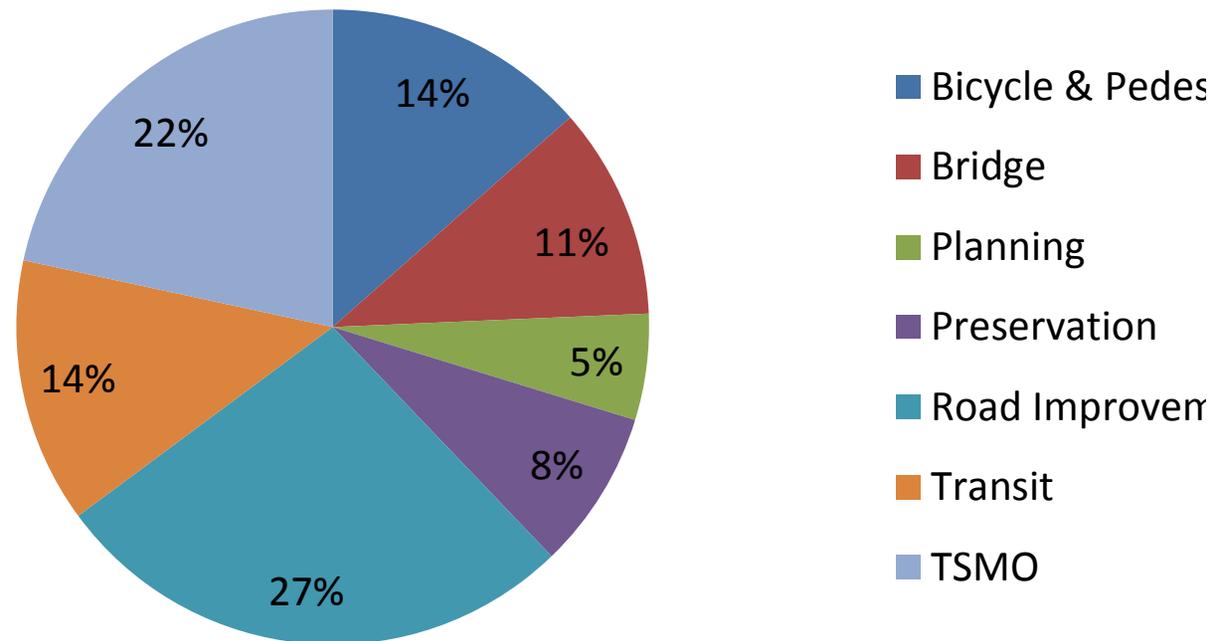
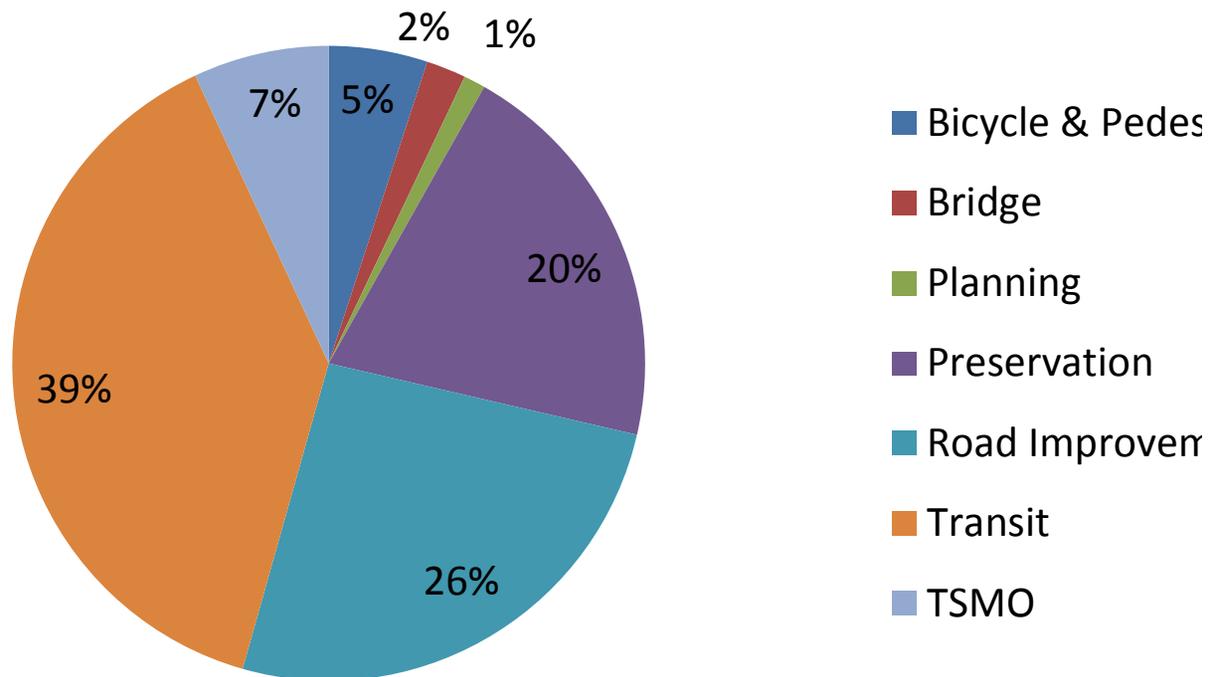


Figure 5: Percentage of Dollars Programmed by Project Type (Total Programmed \$146 million)



2015-2018 TIP Projects

Project Type

- Bicycle & Pedestrian
- Bridge
- Preservation
- Road Improvement
- Transit
- TSMO

