Transportation Improvement Program

DRAFT

Clark County
2019-2022

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

October 2018

STAFF REPORT/RESOLUTION

TO: Southwest Washington Regional Transportation Council Board of Directors

FROM: Matt Ransom, Executive Director

DATE: September 25, 2018

SUBJECT: **2019-2022 Transportation Improvement Program, Resolution 10-18-22**

AT A GLANCE - *ACTION*

The action requested is to adopt the 2019-2022 Transportation Improvement Program (TIP). The recommended action was endorsed by the Regional Transportation Advisory Committee (RTAC) at their monthly meeting on September 21, 2018. The TIP was developed in accordance with federal requirements. The TIP programs regionally significant projects totaling approximately $331.8 million, including approximately $28.1 million in RTC Board selected regional federal grants.

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 Full Draft of the 2019-2022 Transportation Improvement Program is provided on line within the October 2018 RTC Board materials and printed copies will be available at the October RTC Board meeting.

The 2019-2022 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 Regional Transportation Plan (RTP) or are developed from a more general series of recommendations (e.g. preservation, maintenance, safety, etc.).

In September, the Regional Transportation Advisory Committee (RTAC) reviewed the draft 2019-2022 Transportation Improvement Program and has recommended adoption by the RTC Board of Directors. The 2019-2022 regional TIP will become part of the State Transportation Improvement Program (STIP), and projects can proceed starting in January 2019.

PROJECT REVIEW

While some of the projects programmed in the TIP are selected for funding by the RTC Board, many of the projects programmed in the TIP are selected for funding through other processes. No matter the source of funding, RTC staff reviews all projects to ensure that each project is consistent with the Regional Transportation Plan (RTP), air quality requirement, local comprehensive plans, financially constrained, provide a reasonable timeline, and with other state and federal requirements.

PROJECT ADVANCEMENT

RTC programmed Highway Infrastructure Program (HIP) funds to replace existing STBG funds on Mill Plain Boulevard ($966,939) and NE Blair Road ($70,599). With the replacement HIP funds, RTAC is recommending that the following projects be advanced one year within the Transportation Improvement Program (TIP):

- Vancouver's SE 1st Street, 164th Av. to 177th Av. project would be advanced from year 2021 to year 2020.
- Clark County's NE 99th Street, 94th Av. to 117th Av. project would be advanced from year 2022 to year 2021.

2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

Adoption of the 2019-2022 Transportation Improvement Program (TIP) will include the following actions:

- The first two years of projects programmed in the TIP are considered selected projects and can proceed towards implementation, within statewide management of obligation limits.
- Programs regionally significant projects totaling approximately $331.8 million, including approximately $118.8 million in federal transportation funding. Of the federal transportation funding, approximately $28.1 million is RTC Board selected regional federal grants.
- Certification that the RTC planning process is being carried out in accordance with all applicable federal requirements.
    - TIP consistency with the Regional Transportation Plan, Congestion Management Process, Clean Air Act as amended, the Air Quality State Implementation Plan, and Conformity Guidelines.
    - All projects proposed for Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding amounts do not exceed the proposed funding levels available within a program year.
    - The TIP development process meets federal public participation requirements and that a 30-day public comment period was provided.

POLICY IMPLICATION

The 2019-2022 Transportation Improvement Program (TIP) is a four-year program of regionally significant transportation projects for the Clark County region. Projects programmed in the TIP are consistent with state and federal requirements, and assist the region in implementing the overall long-range Regional Transportation Plan (RTP).

The Regional Transportation Advisory Committee (RTAC) reviewed the DRAFT 2019-2022 TIP at their September 21, 2018 meeting, and recommended RTC Board approval.

BUDGET IMPLICATION

Approval of the 2019-2022 Transportation Improvement Program (TIP) will program 88 regionally significant projects, representing approximately $331.8 million in transportation investment over the next four years within the Clark County, Washington region.

ACTION REQUESTED

Adoption of Resolution 10-18-22 "2019-2022 Transportation Improvement Program."

ADOPTED this 2nd day of October 2018, by the Southwest Washington Regional Transportation Council.

SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL

ATTEST:

_____
Ron Onslow
Chair of the Board

_____
Matt Ransom
Executive Director

Attachments

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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

2019-2022 Transportation Improvement Program

Clark County, Washington

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RTC Respects Civil Rights:

RTC operates its programs without regard to race, color, national origin, religion, sex, sexual orientation, marital status, age or disability in accordance with applicable laws, including Title VI of the Civil Rights Act of 1964 and RCW 49.60. To request additional information on RTC's Title VI nondiscrimination requirements, or if any person believes they have been aggrieved by an unlawful discriminatory practice under Title VI or other applicable law and would like to file a complaint, contact us at 564.397.6067 TTY 711 or email info@rtc.wa.gov. Persons who do not speak or read English well may request language assistance, oral interpretation and/or written translation, at no cost. Contact RTC at 564.397.6067 TTY 711 or email info@rtc.wa.gov.

Americans with Disabilities Act (ADA) Information

Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting the ADA Coordinator, Mark Harrington at 546-397-5207 TTY 711, with two weeks advance notice.

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Southwest Washington Regional Transportation Council Membership

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

Marc Boldt	Clark County Councilor
Shirley Craddick	Metro Councilor, Portland, Oregon
Shawn Donaghy	C-TRAN Executive Director/CEO
Bart Hansen	Vancouver Councilmember
James Herman	Port of Klickitat Commissioner (Klickitat County Representative)
Scott Hughes	Port of Ridgefield Commissioner (Port Representative)
Tom Lannen	Skamania County Commissioner (Skamania County Representative)
Anne McEnerny-Ogle (Vice-Chair)	Vancouver City Council Member
Ron Onslow (Chair)	Ridgefield City Councilmember (Cities North Representative)
Eileen Quiring	Clark County Councilor
Melissa Smith	Camas City Councilmember (Cities East Representative)
Jeanne Stewart	Clark County Councilor
Kris Strickler	WSDOT Southest Region Administrator
Rian Windsheimer	Oregon Department of Transportation, 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)

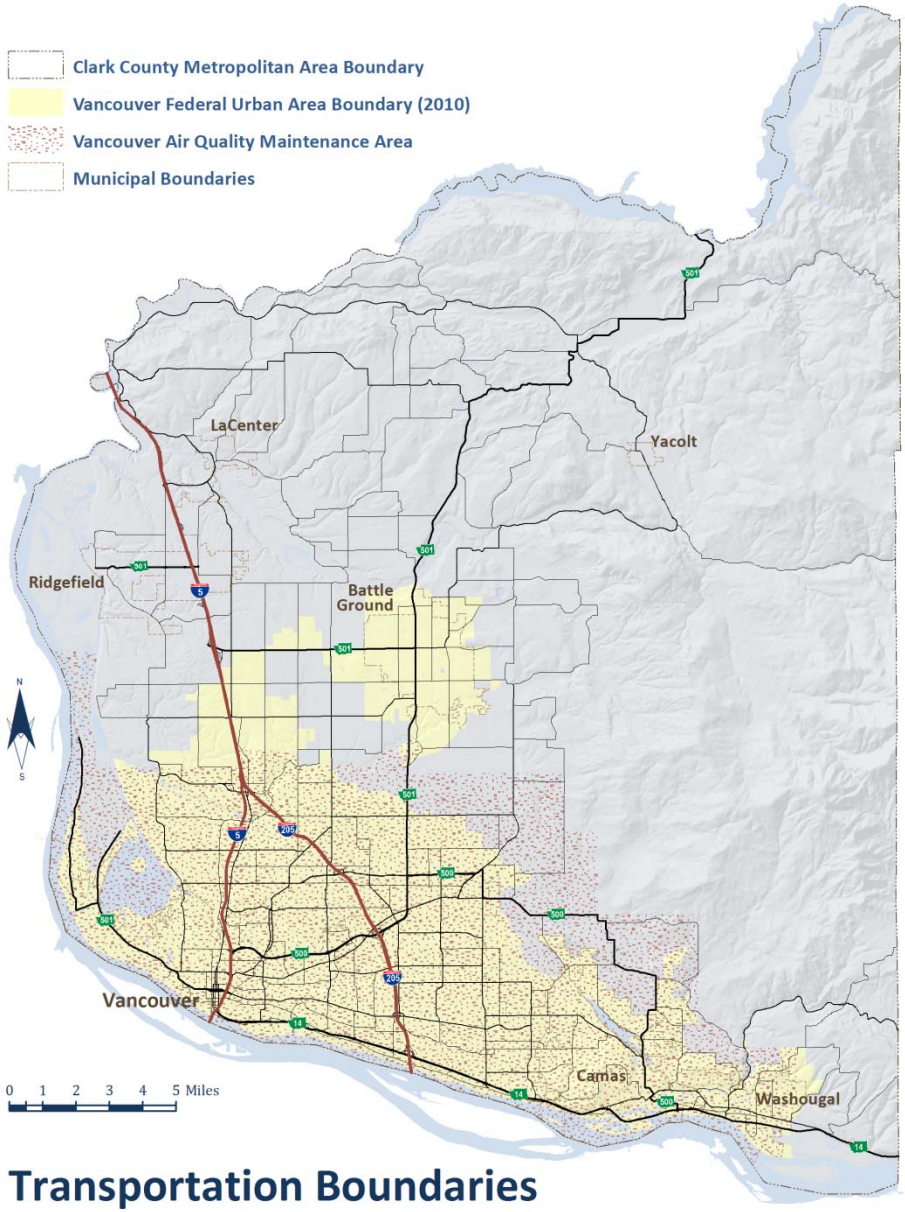
Gary Albrecht	Clark County	**Mark Herceg**	City of Battle Ground
Jennifer Campos	City of Vancouver	**Brenda Howell**	City of Ridgefield
Jim Carothers	City of Camas	**Tom Kloster**	Metro
Rob Charles	City of Washougal	**Colleen Kuhn**	Human Services Council
Carley Francis	WSDOT	**Chris Malone**	City of Vancouver
Jim Hagar	Port of Vancouver	**Kristen Stallman**	ODOT
Roger Hanson	C-TRAN	**Susan Wilson**	Clark County
Matt Ransom (Chair)	RTC		

Location of Clark County

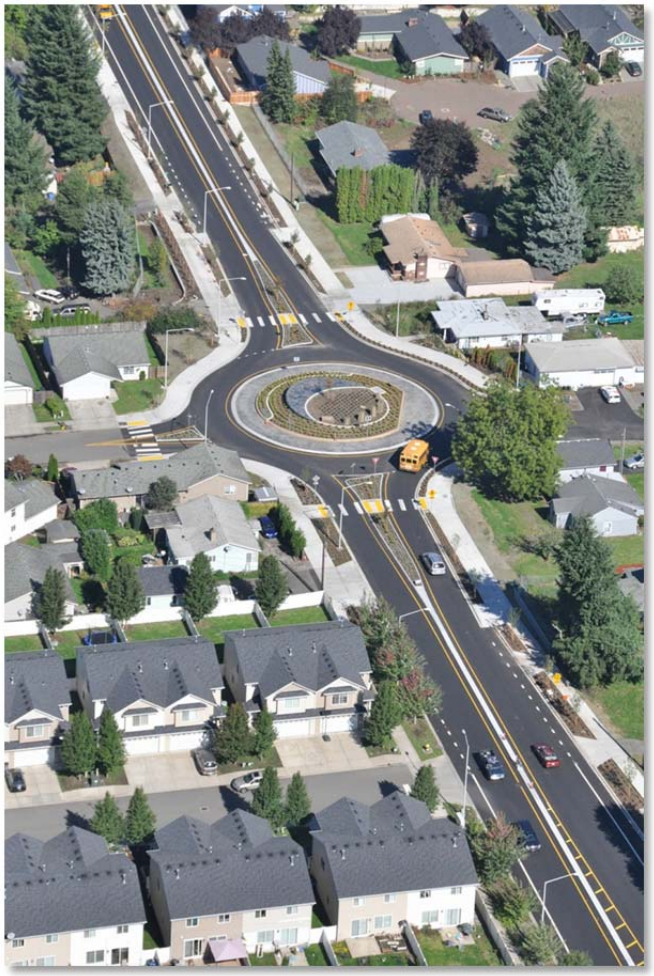
Southwest Washington Regional Transportation Council (RTC) is the Metropolitan Planning Organization (MPO) for Clark County, Washington. Clark County is located in the southwestern part of Washington State on the Columbia River, approximately 70 miles from the Pacific Ocean. The Columbia River forms 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 Regional Transportation Plan will be given funding priority year by year.

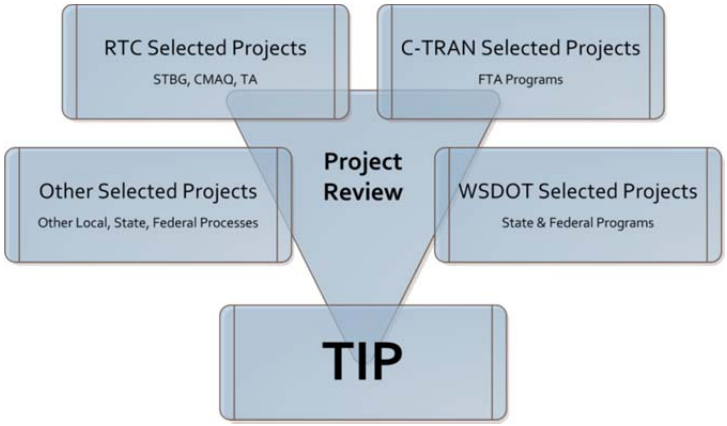
TIP DEVELOPMENT

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. No matter the source of funding, RTC reviews all project to ensure the following before programming the project in the TIP

- Consistency with Regional Transportation Plan
- Air Quality Conformity
- Consistency with local comprehensive plans
- Consistency with other federal and state requirements
- Funds are reasonably expected to be available
- Reasonable timeline for project implementation

Figure 3: TIP Development Process



A Transportation Programming Guidebook has been developed and is available from the RTC website as a resource document for local agencies in the region. The Guidebook provides member agencies background information, policies, and procedures for the development of the region's Transportation Improvement Program.

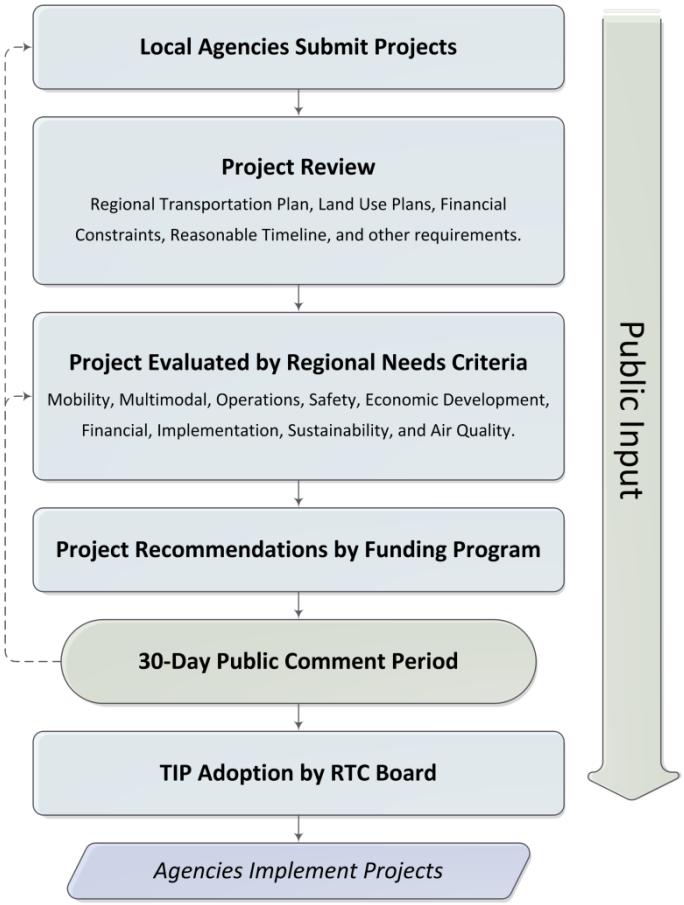
Regional Project Development Process

RTC, in consultation with member agencies, is responsible for selecting project for the regional allocation of federal highway funds. This includes the regional allocation of the Surface Transportation Block Grant program (STBG), Congestion Mitigation and Air Quality (CMAQ), and Transportation Alternatives (TA) funds.

The overall regional project development process approach is founded on the current federal transportation reauthorization act. The Regional 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.

At the regional level, the needs criteria are intermodal/multimodal and address project funding across 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 Regional 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.

Figure 4: Regional Project Development Process



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 Regional 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. 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. A TIP public comment period lasting from August 30, 2018 until October 2, 2018 was provided. An Open House was held at the Vancouver Library on September 10, 2018, to receive

public comment on RTC's plans and programs. 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 2018 through October 2018, public discussions of the TIP were held during public 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 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. Changes can include project cost adjustment, scope changes, addition of projects, and more. When a change is requested it will be identified as an Update, Administrative Modification, or TIP Amendment. The process for incorporating the change into the TIP differs by the type of change and the regional action that is required. Changes to the TIP can be submitted monthly between December and September. Written requests for changes to the TIP are due to RTC eight days prior to the Third Friday of each month; which is usually the second Thursday.

Updates do not substantially change a project and can be handled administratively by RTC Staff. Administrative Modifications are moderate 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:

TIP Administration Process

The TIP Administrative Modification and Amendment process includes the following steps:

1. Project sponsor submits written request to RTC for change, including submitting a modified State Transportation Improvement Program (STIP) record within the online STIP database. The written request should provide sufficient detail to understand the requested change and reason for change.

2. RTC staff reviews request to ensure that all needed information is provided and determines the type of action that is required. The request is also reviewed for financial feasibility, air quality conformity, consistency with the RTP and other state and federal requirements, etc.

3. Administrative Modifications and Amendments are posted on the RTC website: (http://rtc.wa.gov/programs/tip/amendments).

4. If request is an Administrative Modification, the RTC Executive Director takes action. If approved, staff will change the regional TIP and submit the change to WSDOT for inclusion in the STIP. RTAC is notified of all Administrative Modification.

5. If request is an Amendment, RTAC reviews the change and makes a recommendation to the RTC Board. If the RTC Board approves the change, staff will change the regional TIP and submit the change to WSDOT for inclusion in the STIP.

6. Once Administrative Modifications and Amendments are submitted to WSDOT, they are reviewed by WSDOT staff, approved by the Governor's representative, and receive final approval by FHWA and FTA.

Updates

Updates do not substantially change a project and do not require the TIP to be changed or require action by RTC. This could include the following:

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

Administrative Modification

Projects that meet the following conditions can be administratively modified into the TIP at the discretion of the RTC Executive Director.

- Revision to lead agency.
- Adding a prior phase of a project not previously authorized.

- Changes or errors in project information.
- Changes in federal funding amounts less than $3 million (STIP Amendment required if change to total program amount is greater than 30%).
- Addition of federal aid project or project phase that has approval from granting 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).

Amendments

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

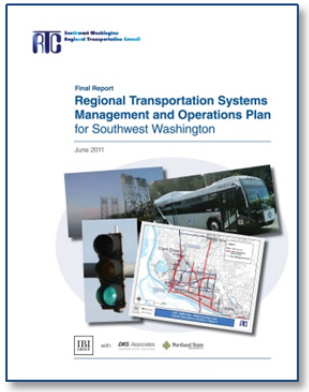
- Adding a new project, future project phase, or funding amount greater than $3 million in federal funding.
- Adding a regionally selected project or adding regionally selected federal funds to a project.
- Major scope changes.
- Changes to a project that affects air quality conformity.
- Changes to project's total programming amount that exceeds $3 million.

Transportation Alternatives (TA) Process

The TA funds are allocated to RTC for the Clark, Skamania, and Klickitat County region, with varying amounts being allocated to U.S. Census defined urban and rural areas. The TA program is used for community improvements such as pedestrian and bicycle facilities, viewing areas, and other qualifying activities.

Selection of TA projects is accomplished through the regional planning process and generally begins in the spring of each odd year (2019, 2021, etc.). The process includes the following steps: 1) Call for projects, 2) Applications received by deadline, 3) Evaluation of projects using regional criteria, 4) RTAC recommends a ranked list of projects for funding, and 5) RTC Board selects and programs a list of projects for funding.

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 FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT 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.
11. Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR part 200).

REGIONAL TRANSPORTATION PLAN

The Regional Transportation Plan (RTP) 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 Regional 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 RTP recommendations.

Only projects consistent with RTP 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 RTP. Projects are reviewed for consistency with the RTP, as they are considered for inclusion or amendment into the TIP.

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 Regional Transportation Plan.

RTC prepares an annual monitoring report for the Congestion Management Process. The Congestion Management Process monitoring 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.

Improvements that correct or mitigate identified deficiencies are identified and incorporated within the Regional Transportation Plan and implemented through the Transportation Improvement Program. Within the regional grant evaluation process, additional points are given to projects that address deficiencies identified in the Congestion Monitoring Report.

ENVIRONMENTAL JUSTICE

President Clinton, on February 11, 1994, signed Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations. This Executive Order directs federal agencies to make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high adverse human health or environmental effects of its activities on minority and low-income populations.

Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

Environmental Justice enhances the provisions found in Title VI of the Civil Rights Act of 1964. Title VI of the Civil Rights Act of 1964 prohibits discriminatory practices in programs and activities receiving federal funds. The transportation planning regulations require the metropolitan transportation planning process to be consistent with Title VI. RTC complies with Title VI and the Environmental Justice Executive Order by incorporating these requirements into the regional transportation planning process. RTC has prepared a Title VI Plan and Environmental Justice Profile that assists RTC in implementing these regulations.

RTC's Process for Consideration of Environmental Justice in TIP

RTC uses demographic data from the American Communities Survey, produced by the US Census Bureau, to identify Block Groups with demographic populations that may be underrepresented in the transportation planning process or may be disproportionately impacted by transportation projects. RTC's process identifies all block groups with a percentage of population that are above or below the county-wide average for that population group, which are then incorporated into population group maps.

With the identification of these populations, local agencies are encouraged to advance transportation improvements that benefit these underrepresented populations. Improvements that benefit these populations are identified and incorporated within the Regional Transportation Plan and implemented through the Transportation Improvement Program. Within the regional grant evaluation process, additional points are given to projects that enhance bicycle, pedestrian, or transit access within Block Groups that have above average minority and low-income populations.

CONSISTENCY 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 areas will attain and maintain the National Ambient Air Quality Standards (NAAQS). Demonstrating that the RTP and the TIP conform to the SIP is required by the Federal Clean Air Act, the Fixing America's Surface Transportation (FAST) Act, and the Clean Air Washington Act. Positive conformity findings allow the region to proceed with implementation of transportation projects in a timely manner.

For regions that are designated as nonattainment or maintenance areas, 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 U.S. Environmental Protection Agency designated the urban area of the Vancouver portion of the Portland- Vancouver Interstate Air Quality Maintenance Area as a Marginal non-attainment area for the 1-hour ozone (O3) NAAQS 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 both the 1997 and 2008 8-hour ozone NAAQS, the Vancouver/Portland Air Quality Maintenance Area (AQMA) was designated "attainment." As of the revocation of the 1-hour ozone NAAQS on June 15, 2005, regional emissions analyses for ozone precursors in the Plan (RTP) and Program (TIP) were not required.

The Vancouver AQMA was redesignated to attainment for the CO NAAQS with an approved 10-year maintenance plan in 1996. In January 2007, the Southwest Clean Air Agency submitted a Limited Maintenance Plan (LMP) for CO to the Environmental Protection Agency for the second 10-year perod. The EPA approved this LMP the following year. 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.

As of October 21, 2016, the Vancouver AQMA successfully completed the 20-year "maintenance" period and is no longer required to make a conformity determimation.

Applicable State Implementation Plan

The latest approved SIP for the Vancouver Air Quality Maintenance Area is the second 10-Year Limited Maintenance Plan for Carbon Monoxide approved by the EPA (73 FR 36439; June 27, 2008). On November 19, 2007, EPA published a Federal Register notice of the adequacy of the CO Limited Maintenance Plan for conformity purposes. Despite successful conclusion of the 20-year maintenance period, the control measures in the approved SIPs remain in place.

Air Quality Coordination

Although it is not mandatory, RTC will continue to coordinate and cooperate with air quality consultation agencies (Washington State Department of Ecology, EPA, FHWA, FTA, WSDOT, and SWCAA) when needed on any new regulatory and technical requirements that may affect the AQMA as well as emerging issues related to air quality and transportation. RTC will consult with the agencies, as requested, 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 consistency with state and federal guidance.

On-Road Emission Reduction Strategies

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.

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 updated RTC's Regional CTR Plan and local CTR Plans for Vancouver, Camas, Washougal and unincorporated Clark County in May 2015 (Resolution 05-15-10). Vancouver has also voluntarily implementing a variety of local programs and promotions to encourage commute trip reduction for non-CTR employers.

PERFORMANCE MEASURES

Introduction

23 USC 150 states that performance management provides a means to the most efficient investment of federal transportation funds by focusing on national transportation goals and improving project decision making through performance-based planning and programming. Metropolitan Planning Organizations (MPOs) are required to reference the performance targets and performance based plans in their TIPs and Metropolitan Transportation Plans.

Safety

The stated goal for Safety: to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Pursuant to these national goals, State Departments of Transportation (DOTs) are required by the federal Highway Safety Improvement Program regulations under 23 CFR 924 to set five performance targets. These five required performance targets use five year rolling averages for number of fatalities, rate of fatalities per 100 million VMT, number of serious injuries, rate of serious injuries per 100 million VMT, and number of non-motorized fatalities and non-motorized serious injuries. These targets are required for all public roads regardless of ownership or functional class.

MPOs are also required to establish the same five target areas with the state Department of Transportation for all public roads within 180 days of submittal of the state established targets. RTC agreed to plan and program projects so that they contribute to the WSDOT safety targets as reported to the Federal Highway Administration as part of WSDOT's Highway Safety Improvement Program annual submittal (RTC Resolution 01-18-02). Summarized in the table below are the 2018 safety targets for Washington State. RTC will report annually to WSDOT on progress towards helping to meet these targets. Within the regional grant evaluation process, additional points are given to projects that address safety deficiencies through effective countermeasures or enhance safety through proven strategies.

2018 Safety Performance Targets Washington State				
Fatalities	**Fatality Rate**	**Serious Injuries**	**Serious Injury Rate**	**Non-Motorist Fatalities and Serious Injuries**
415.5	.709	1788	3.058	431.5

Transit Asset Management

Transit Asset Management (TAM) uses transit asset condition to guide how to manage capital assets and prioritize funding to improve or maintain a state of good repair. C-TRAN is required to develop a Transit Asset Management Plan, and report annually on progress towards helping to meet these targets. In 2018, C-TRAN adopted a four-year Transit Asset Management Plan, which included the following targets.

Transit State of Good Repair (SGR) Performance Targets	
Category	**Target**
Rolling Stock	80% of Each Vehicle Class within Useful Life Benchmark (ULB)
Facilities	70% of Each Facility Class greater than 2.5 Transit Economic Requirements Model (TERM) Scale
Equipment	70% of Each Equipment Class within ULB

C-TRAN conducts an investment prioritization analysis on an annual basis as part of ongoing TAM activities to maintain a State of Good Repair (SGR) for each asset. The TAM Plan determines the required capital investment in what order and magnitude (amount) to maintain service levels. The Plan also provides ranking of SGR programs to inform the logical repair/refurbish/replace decisions associated with assets or asset classes. Based on this ranking C-TRAN will program projects in the Transportation Improvement Program.

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, Section 5310, Section 5337, Section 5339, CMAQ, STBG, and TA) 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.

Maintenance can cost 4 to 8 times more when deferred.

Operation and Maintenance Cost

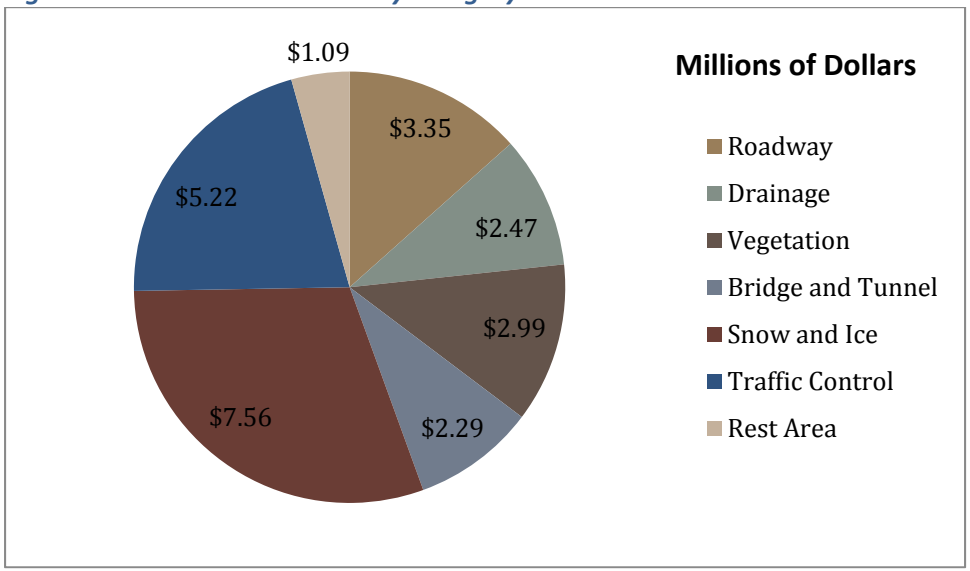
Maintenance and preservation costs for state and local agencies are being estimated based on historical data from the WSDOT Finance Division and the Southwest Region.

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, $64.2 million annually to maintain and operate the roadway system in Clark County.

In 2007, WSDOT reported on maintenance costs for the state highway system. The WSDOT analysis showed that in 2007 State highway maintenance costs about $27.97 per registered vehicle per year.

The following chart shows the maintenance costs by category.

Figure 4-5: Maintenance costs by category



In 2007, the cost to maintain the state highway system was $24.97 per registered vehicle. More than half that cost (52%) was for traffic control and snow and ice removal.

Over the last 13 years, Clark County and the cities in the region have spent more than 37% of their local transportation revenue on preservation and maintenance. Much of the region's infrastructure was built many decades ago and will require significant efforts in preservation, or will need to be replaced over the next three decades. As the transportation system ages and grows over the 21-year period, transportation agencies anticipate that maintenance and preservation needs may require a greater share of transportation revenues in the future due to expanded road miles to maintain as well as the costs of deferred maintenance. Consequently, the proportion of transportation dollars needed to preserve and maintain infrastructure may increase and could require tradeoffs between making capital investment and preserving system integrity.

The estimated annual cost of operating C-TRAN's existing service in 2013 is about $45 million which is expected to rise as C-TRAN increases the size of bus fleet and expands its transit facilities in the future. C-TRAN's 2030 Plan, adopted by the C-TRAN Board of Directors in June 2010, preserves existing bus service and looks to future needs by: adding new bus routes; adding frequency on existing bus routes; constructing bus rapid transit in the Fourth Plain Corridor; and expanding paratransit service to meet growing demand. Fixed route service hours are projected to increase by 44% to 367,000 hours. Additionally, as the Clark County population ages, the demand for paratransit service will increase, resulting in a greater portion of available resources supporting this service. Paratransit service hours, for example, are projected to more than double, increasing from 83,000 annual service hours in 2010 to 169,000 hours in 2035.

The following table summarizes preservation and maintenance costs for local and state facilities based on historical expenditures over the last 10 years. Annual transit information is from C-TRAN's 2010 Annual Financial Report. 21-year data is from C-TRAN's 2030 Plan.

Table 4-2: Estimated Preservation and Maintenance Costs

Agency	Annual	RTP 21-years
WSDOT	$11,480,047	$241,080,993
Clark County and Cities	$56,704,773	$1,346,370,215
Total Roadway	**$68,184,820**	**$1,587,451,208**
Transit Operations	$47,210,000	$1,702,500,439

Source: WSDOT, C-TRAN

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 December 4, 2015, the President signed into law the Fixing America's Surface Transportation (FAST) Act. The FAST Act is the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes $305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. In addition, the FAST Act includes a number of provisions designed to improve freight movement in support of national goals.

The FAST Act authorizes a single amount each year for all the apportioned highway programs combined. That amount is apportioned among the States, and then each State's apportionment is divided among the individual apportioned programs. Part of the States apportionment is then allocated to Southwest Washington Regional Transportation Council (RTC), who selects local transportation projects for funding under the Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality (CMAQ), and Transportation Alternatives (TA) programs. This section includes a brief description of major FAST Act funding programs:

Infrastructure For Rebuilding America (INFRA)

The FAST Act establishes the Nationally Significant Freight and Highway Projects (NSFHP) program to provide financial assistance and competitive grants, known as INFRA grants to nationally and regionally significant freight and highway projects. The Federal Highway Administration selects project through a national competitive grant program.

National Highway Performance Program (NHPP)

The FAST Act continues the National Highway Performance Program, which was established under MAP-21. The NHPP 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 a State's asset management plan for the NHS. The State selects project for funding.

Highway Safety Improvement Program (HSIP)

The FAST Act continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. The State selects projects for funding.

National Highway Freight Program (NHFP)

The FAST Act establishes a new National Highway Freight Program to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support freight goals. The State selects projects for funding.

Congestion Mitigation and Air Quality (CMAQ)

The FAST Act continued the CMAQ program to provide a flexible funding source to State and local governments 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 matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). RTC selects projects for funding.

Surface Transportation Block Grant (STBG)

The FAST Act converts the long-standing Surface Transportation Program into the Surface Transportation Block Grant Program acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program's name with how FHWA has historically administered it. The STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.

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. STBG funds are divided between the follow programs:

- STBG-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 selects projects for funding.

- STBG-Rural (STP-R): Formula allocation for projects outside the Urban Area boundary. RTC selects projects for funding.

- STBG-State (STP): Formula allocation to the Washington State Department of Transportation, for use on State highway projects. The State selects projects for funding.

- Transportation Alternatives (TA): The FAST Act replaced the Transportation Alternatives Program (TAP) with a set-aside of the Surface Transportation Block Grant (STBG) program, called Transportation Alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP. Including transportation projects such as pedestrian and bicycle facilities. RTC selects project for funding.

Highway Infrastructure Program (HIP)

The 2018 Omnibus bill contained a one-time allocation of funds under the Highway Infrastructure Program (HIP). The HIP funds may be used for restoration, repair, construction and other activities eligible under the Surface Transportation Program (STP). Funds must be obligated by September 30, 2021 or funds lapse.

FTA Section 5307

This program provides formula funding to public transit systems in Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. Funds are allocated to the Portland/Vancouver region. The regional transit providers have agreed to the division of these funds, with a portion allocated to C-TRAN.

FTA Section 5309

FTA's primary grant program for funding major transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. These are discretionary funds.

FTA Section 5310

Formula funding to states for the purpose of assisting private nonprofit groups in meeting transportation needs of the elderly and persons with disabilities.

FTA Section 5337

Provides capital assistance for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and high-intensity motorbus systems to maintain a state of good repair. Additionally, state of good repair grants are eligible for developing and implementing Transit Asset Management plans.

FTA Section 5339

Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, this program includes two discretionary components: The Bus and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program.

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:

Connecting Washington (CWA)

In 2015, the state passed a transportation investment package known as Connecting Washington (CWA). This package spends $8.8 billion on state and local road projects, $1.4 billion on maintenance and preservation, about $1 billion will go to non-highway projects, and a portion is allocated to local jurisdictions.

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.
- 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.
- Urban Preservation Program (APP): Funding provided for overlay of federally classified arterial streets in cities with a population greater than 5,000 and assessed valuation less than $2 billion.
- Relight Washington (LED): The main goal of the Relight Washington Program is to lower city's street light costs by helping cities convert to more energy efficient LED streetlights. Eligible cities include all small towns (population less than 5,000) and urban cities with a total assessed value of less than $2 billion.
- Small City Arterial Program (SCAP): Funding provided to preserve and improve the arterial roadway system for cities under 5,000 population.
- 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.

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.

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% sales tax that was approved in 1980, an additional 0.2% was approved by voters in 2005, and an 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

Projects programmed in the first two years of the 2019-2022 Transportation Improvement Program constitute an "agreed to" list of projects for implementation. 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 2019-2022.

Table 1: 2019-2022 Financial Feasibility Summary

(Cost in Thousands of Dollars)

Funding Type	Year	Carry-Over Previous Yr.	Allocation	Available Revenue	Program Totals	Remaining Funds
Section 5307	*2019*	$10,400	$5,200	$15,600	$10,400	$5,200
	2020	$5,200	$5,200	$10,400	$5,200	$5,200
	2021	$5,200	$5,200	$10,400	$5,200	$5,200
	2022	$5,200	$5,200	$10,400	$5,200	$5,200
Section 5310	*2019*	$996	$330	$1,326	$996	$330
	2020	$330	$330	$660	$330	$330
	2021	$330	$330	$660	$330	$330
	2022	$330	$330	$660	$330	$330
Section 5337	*2019*	$491	$102	$593	$491	$102
	2020	$102	$102	$204	$102	$102
	2021	$102	$102	$204	$102	$102
	2022	$102	$102	$204	$102	$102

Table 1 Continued: 2019-2022 Financial Feasibility Summary

(Cost in Thousands of Dollars)

Funding Type	Year	Carry-Over Previous Yr.	Allocation	Available Revenue	Program Totals	Remaining Funds
Section 5339	*2019*	$1,334	$533	$1,867	$1,334	$533
	2020	$533	$533	$1,066	$533	$533
	2021	$533	$533	$1,066	$533	$533
	2022	$533	$533	$1,066	$533	$533
CMAQ	*2019*	($1,389)	$2,769	$1,380	$1,171	$209
	2020	$209	$2,769	$2,978	$2,871	$107
	2021	$107	$2,769	$2,876	$2,392	$484
	2022	$484	$2,769	$3,253	$2,000	$1,253
STBG *Regional*	*2019*	($2,735)	$5,806	$3,071	$3,033	$38
	2020	$38	$5,806	$5,844	$5,558	$286
	2021	$286	$5,806	$6,092	$5,025	$1,067
	2022	$1,067	$5,806	$6,873	$4,175	$2,698
HIP	*2019*	$0	$1,038	$1,038	$1,038	$0
TA	*2019*	$421	$316	$737	$710	$27
	2020	$27	$461	$488	$147	$341
	2021	$341	$516	$857	$0	$857
	2022	$857	$516	$1,373	$0	$1,373
State Selected *STP-BR, HSIP, SRTS, NHPP, STP-State*	*2019*	$0	$31,705	$31,705	$31,705	$0
	2020	$0	$18,621	$18,621	$18,621	$0
	2021	$0	$1,619	$1,619	$1,619	$0
	2022	$0	$7,056	$7,056	$7,056	$0
State/Local	*2019*	$0	$45,383	$45,383	$45,383	$0
	2020	$0	$36,185	$36,185	$36,185	$0
	2021	$0	$56,262	$56,262	$56,262	$0
	2022	$0	$75,173	$75,173	$75,173	$0
Financial Feasibility		**$9,518**	**$333,811**	**$343,329**	**$331,840**	**$11,489**

Chapter 3: 2019-2022 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://wsdot.wa.gov/LocalPrograms/Projects/Reports/ProjectSearch.aspx.

Projects programmed in the first two years of the 2019-2022 Transportation Improvement Program constitute an "agreed to" list of projects for implementation. The third and fourth years of projects will proceed it future years.

Program Summary

The program of planned projects for 2019-2022 is provided on the annual summary sheets beginning on page 30. 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 following page 40 (STIP pages 2-89). 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: 2019 Summary

Year of Expenditure Cost in Thousands of Dollars

Funding Type	Priority	Agency	Project Description	Phase	Federal Funds	State Funds	Local Funds	Total Funds
Section 5307	1	C-TRAN	Preventative Maintenance	All	$10,400		$2,600	$13,000
	Section 5307 Program Totals				**$10,400**	**$0**	**$2,600**	**$13,000**
Section 5310	1	C-TRAN	ADA Expansion	All	$996		$249	$1,245
	Section 5310 Program Totals				**$996**	**$0**	**$249**	**$1,245**
Section 5337	1	C-TRAN	Bus Replacement	All	$491		$123	$614
	Section 5337 Program Totals				**$491**	**$0**	**$123**	**$614**
Section 5339	1	C-TRAN	Bus Replacement	All	$1,334		$334	$1,668
	Section 5339 Program Totals				**$1,334**	**$0**	**$334**	**$1,668**
CMAQ	1	Vancouver	Mill Plain Blvd. Arrival on Green Improvement *Upgrade signal equipment Andresen to 155th Av.*	CN	$73		$25	$98
	2	WSDOT	SR-14 ATIS Infill, I-5 to Evergreen *Install fiber communication, data stations, cameras*	CN	$753		$258	$1,010
	3	C-TRAN	Mill Plain TSP Phase II *Transit Signal Priority between I-5 and 164th Av.*	All	$196		$67	$263
	4	Clark County	Signal Timing, Evaluation, Verification, Enh. 2 *Signals, performance reports, data warehouse*	PE	$102		$35	$137
	5	WSDOT	Centralized Signal System Enhancement *Enhance shared signal controller application*	PE	$48		$17	$65
	CMAQ Program Totals				**$1,171**	**$0**	**$401**	**$1,572**
STBG-Region Urban Rural	1	Vancouver	Mill Plain Blvd. - 104th Av. to NE Chkalov Dr. *Realignment 104th Av. and other safety improv.*	CN	$1,033		$320	$1,353
	1	Port of Ridgefield	Pioneer Street Railroad Overpass *Construct Bridge over railroad tracks*	CN	$2,000	$7,468	$1,932	$11,400
	STP (Regional) Program Totals				**$3,033**	**$7,468**	**$2,252**	**$12,753**
HIP	1	Vancouver	Mill Plain Blvd. - 104th Av. to NE Chkalov Dr. *Realignment 104th Av. and other safety improv.*	CN	$967			$967
	1	Clark County	NE Blair Rd, SR-500 to MP 2.47 Resurface, guardrail, signing, and striping	CN	$71			$71
	Highway Improvement Program (HIP) Totals				**$1,038**	**$0**	**$0**	**$1,038**

Table 2 Continued: 2019 Summary

Year of Expenditure Cost in Thousands of Dollars

Funding Type	Priority	Agency	Project Description	Phase	Federal Funds	State Funds	Local Funds	Total Funds
TA	1	Battle Ground	Chelatchie Prairie Rail with Trail Paved path east of Grace Av., Rasmussen to Main	CN	$225		$758	$983
	2	Port of Vancouver	Columbia River Renaissance Trail Connection *Eliminate gap in Vancouver's Waterfront trail*	CN	$485	$500	$3,015	$4,000
	Transportation Alternatives Program Totals				**$710**	**$500**	**$3,773**	**$4,983**
STP-Bridge	1	Camas	NE 3rd Avenue Bridge Seismic Retrofit	RW	$70		$11	$81
	STP-Bridge Totals				**$70**	**$0**	**$11**	**$81**
HSIP	1	Clark County	NE 259th St. and NE 72nd Av. Intersection	CN	$320		$100	$420
	1	Clark County	NE 63rd St. and NE 58th Av. Signal	CN	$795			$795
	1	WSDOT	I-5/SB Interstate Bridge to NE 99th St.-Traffic Mgt.	CN	$5,362		$109	$5,471
	1	WSDOT	SR-500/4th Plain Blvd.-Intersection Safety Imp.	PE	$179		$7	$186
	1	WSDOT	SR-500/NE Robinson Rd and NE 3rd St. *Intersection Safety Improvements*	PE CN	$126 $1,542		$5 $31	$132 $1,573
	1	WSDOT	SR-503/NE 154th St. to SR-502-Median Barrier	CN	$2,191		$45	$2,235
	1	WSDOT	Regionwide High Friction Surface	PE	$12		$0	$13
	1	WSDOT	Regionwide Shoulder Rumble Strip Installation	PE	$10		$0	$10
	1	WSDOT	SWR Breakaway Cable Terminal-Interstate	CN	$360		$7	$368
	1	WSDOT	SWR Regionwide Basic Safety-Guardrail	PE	$21		$1	$22
	HSIP Totals				**$10,917**	**$0**	**$307**	**$11,224**
SRTS	1	Washougal	Jemtegaard Trail Improvements	CN	$451		$159	$610
	Safe Routes to School (SRTS) Totals				**$451**	**$0**	**$159**	**$610**
STP-State	1	WSDOT	I-5/Woodland Vic. At Horseshoe Lake-Pump System	CN	$2,103		$43	$2,146
	1	WSDOT	SR-500/Burnt Bridge Creek to 4th Plain Rd-ADA	CN	$829		$17	$846
	STP-State Program Totals				**$2,933**	**$0**	**$60**	**$2,993**

Table 2 Continued: 2019 Summary

Year of Expenditure Cost in Thousands of Dollars

Funding Type	Priority	Agency	Project Description	Phase	Federal Funds	State Funds	Local Funds	Total Funds
NHPP	1	Clark County	Highway 99-Pavement Improvements *Pavement Preservation 78th St. to 134th St.*	CN	$3,551		$879	$4,430
	1	Vancouver	East Mill Plain Blvd NHS Asset Mgt. Program *Pavement Preservation I-5 to Grand*	CN	$665		$665	$1,330
	1	Vancouver	SE 164th/NE 162nd Av. NHS Asset Mgt. *Pavement Preservation Mill Plain to NE 18th St.*	CN	$1,003		$1,003	$2,006
	1	WSDOT	Asphalt/Chip Seal Preservation *Resurface roadways*	PE CN	$283 $7,024		$11 $140	$295 $7,164
	1	WSDOT	Concrete Roadway Preservation	PE	$205		$8	$214
	1	WSDOT	I-205/Mill Plain Interchang-Luminaire Replacement	PE	$144		$6	$151
	1	WSDOT	I-205/SR-14 Interchange-Illumination Upgrade	CN	$1,604		$33	$1,637
	1	WSDOT	I-5 Ridgefield Weigh Station Preservation	CN	$402		$8	$410
	1	WSDOT	I-5/E Fork Lewis River Bridge NB *Bridge Replacement*	PE RW	$555 $81		$23 $2	$578 $83
	1	WSDOT	I-5/Interstate Bridge-Electrical Control Upgrade	CN	$430		$9	$439
	1	WSDOT	I-5/Interstate Bridge-Restore Lift Span Lock Bar	PE CN	$37 $39		$2 $1	$39 $40
	1	WSDOT	I-5/Interstate Bridge-Restore Load Shoe Clearances	CN	$134		$3	$137
	1	WSDOT	I-5/NB Interstate Bridge-Restore Bearing and Gear	CN	$104		$2	$106
	1	WSDOT	I-5/NB Interstate Bridge-South Tower Trunnion *Replace lift span trunnion shaft*	PE CN	$407 $343		$17 $7	$423 $350
	1	WSDOT	SR-500/I-205 Overcrossing Br-Expansion Joints	CN	$124		$3	$127
	1	WSDOT	SR-501/I-5 to SW 26th St Ext-ADA	CN	$197		$4	$201
	NHPP Program Totals				**$17,334**	**$0**	**$2,825**	**$20,159**

Table 2 Continued: 2019 Summary

Year of Expenditure Cost in Thousands of Dollars

Funding Type	Priority	Agency	Project Description	Phase	Federal Funds	State Funds	Local Funds	Total Funds
State/Local	1	Battle Ground	SE Grace Avenue Phase 2 Improvements *Realign w/N. Grace and widen to 3 lanes*	PE			$328	$328
	1	Battle Ground	SR-503/SR-503 Right Turn Lanes *Add dedicated right turn lanes*	RW CN		$500 $1,350	$125	$625 $1,350
	1	Battle Ground	SR-503 Shared Use Pathway *Construct Path between Main St. and Onsdorff Blvd.*	RW CN		$10 $797	$2 $11	$12 $808
	1	Battle Ground	SW 1st Way Improvement *New two lane road*	RW CN		$500 $580		$500 $580
	1	Battle Ground	West Main Left Turn Pocket Re-Alignment *Realighn Westbound to Southbound left turn pocket*	RW CN		$10 $25		$10 $25
	1	C-TRAN	Mill Plain Bus Rapid Transit *Construct transit improvements to provide BRT*	PE RW			$3,775 $1,100	$3,775 $1,100
	1	Camas	NW Brady Road, NW 16th Av. to NW 25th Av. *Improve to 3 lane arterial w/sidewalk & bike lanes*	CN		$6,000		$6,000
	1	Clark County	Highway 99 Corridor Improvements *Highway 99/NE 99th St. Intersection Improvement*	RW			$2,242	$2,242
	1	Clark County	Lehto Bridge #294	RW			$5	$5
	1	Clark County	NE 68th Street Sidewalk	PE			$300	$300
	1	Clark County	Salmon Creek Bridge #331	RW			$15	$15
	1	Clark County	Smith Bridge #211	RW			$15	$15
	1	WSDOT	Regional Video Sharing	CN			$150	$150
	1	WSDOT	SR-14 Access Improvements *Improve Access at 15th and 32nd St.*	RW CN		$200 $5,698		$200 $5,698
	1	WSDOT	SR-14/I-205 to SE 164th Avenue-Auxillary Lanes	RW		$485		$485
	1	WSDOT	SR-501/I-5 to Port of Vancouver-Profile Imp.	RW		$100		$100
	State/Local Totals				**$0**	**$16,254**	**$8,068**	**$24,321**

Table 3: 2020 Summary

Year of Expenditure Cost in Thousands of Dollars

Funding Type	Priority	Agency	Project Description	Phase	Federal Funds	State Funds	Local Funds	Total Funds
Section 5307	1	C-TRAN	Preventative Maintenance	All	$5,200		$1,300	$6,500
	Section 5307 Program Totals				**$5,200**	**$0**	**$1,300**	**$6,500**
Section 5310	1	C-TRAN	ADA Expansion	All	$330		$83	$413
	Section 5310 Program Totals				**$330**	**$0**	**$83**	**$413**
Section 5337	1	C-TRAN	Bus Replacement	All	$102		$26	$128
	Section 5337 Program Totals				**$102**	**$0**	**$26**	**$128**
Section 5339	1	C-TRAN	Bus Replacement	All	$533		$133	$666
	Section 5339 Program Totals				**$533**	**$0**	**$133**	**$666**
CMAQ	1	Battle Ground	Small Cities ATMS *Update signals Battle Ground, Camas, Washougal*	CN	$276		$95	$371
	2	Clark County	Signal Timing, Evaluation, Verification, Enh. 2	CN	$240		$83	$323
	3	WSDOT	Centralized signal System Enhancement	CN	$287		$98	$385
	4	Clark County	NE 134th Corridor Adaptive Traffic Signals	PE	$95		$26	$121
	5	WSDOT	I-205/NB Mill Plain on Ramp - Ramp Meter	PE	$48		$17	$65
	6	C-TRAN	Bus Replacement *(6-7) Hybrid Buses*	All	$1,925		$1,699	$3,624
	CMAQ Program Totals				**$2,871**	**$0**	**$2,018**	**$4,890**
STBG-Region Urban	1	Vancouver	SE 1st Street, 162nd Av. to 192nd Av. *Widen to 3 lanes from 164th Av. to 177th Av.*	CN	$1,858		$8,142	$10,000
	2	Vancouver	NE 137th Av. Corridor Completion *Improve to 3 lane with roundabouts*	RW	$950		$4,450	$5,400
	3	Battle Ground	SW Eaton Boulevard, SR-503 to SW 20th Av. *Improve to 3 lane arterial w/sidewalk & bike lanes*	PE	$346		$54	$400
	4	Clark County	NE 99th Street, NE 94th Av. to 117th Av. *New 3 lane road with sidewalk and bike lanes*	PE	$150		$860	$1,010
	5	RTC	Active Transportation Plan	PE	$100		$16	$116
	5	RTC	VAST/TSMO Coordination and Mgt.	PE	$325		$51	$376
	5	RTC	2020 Regional Household Travel Survey	PE	$500		$79	$579
	5	RTC	UPWP & CMP Support	PE	$340		$53	$393
Rural	1	Clark County	NE Blair Rd, SR-500 to MP 2.47 Resurface, guardrail, signing, and striping	CN	$929		$1,500	$2,429
	2	RTC	UPWP & CMP Support	PE	$60		$9	$69
	STP (Regional) Program Totals				**$5,558**	**$0**	**$15,214**	**$20,772**

Table 3 Continued: 2020 Summary

Year of Expenditure Cost in Thousands of Dollars

Funding Type	Priority	Agency	Project Description	Phase	Federal Funds	State Funds	Local Funds	Total Funds
TA	1	Battle Ground	Chelatchie Prairie Rail with Trail-PH II *Paved path east of Grace Av. Main to City Limits*	PE	$147		$6	$153
	Transportation Alternatives Program Totals				**$147**	**$0**	**$6**	**$153**
STP-Bridge	1	Camas	NE 3rd Avenue Bridge Seismic Retrofit	CN	$1,410			$1,410
	1	Clark County	Lehto Bridge #294	CN	$217		$29	$246
	1	Clark County	Salmon Creek Bridge #331	CN	$415		$65	$480
	1	Clark County	Smith Bridge #211	CN	$399			$399
	HSIP Totals				**$2,441**	**$0**	**$94**	**$2,534**
HSIP	1	WSDOT	SR-500/4th Plain Blvd.-Intersection Safety Imp.	CN	$1,109		$23	$1,132
	1	WSDOT	SW Region/Regionwide High Friction Surface	CN	$110		$2	$113
	1	WSDOT	Regionwide Shoulder Rumble Strip Installation	CN	$88		$2	$90
	HSIP Totals				**$1,308**	**$0**	**$27**	**$1,334**
STP-State	1	WSDOT	SR-500/5th Plain Creek Bridge-Scour	PE	$124		$5	$129
	1	WSDOT	SWR Regionwide Basic Safety-Guardrail	CN	$195		$4	$199
	STP-State Program Totals				**$319**	**$0**	**$9**	**$328**
NHPP	1	WSDOT	Asphalt/Chip Seal Preservation	CN	$7,108		$142	$7,250
	1	WSDOT	I-5/NB Interstate Bridge-South Tower Trunnion	CN	$6,260		$128	$6,388
	1	WSDOT	SR-501/I-5 to SW 26th St Ext-ADA	CN	$1,185		$24	$1,209
	NHPP Program Totals				**$14,553**	**$0**	**$294**	**$14,847**
State/Local	1	Battle Ground	NW 15th Av/W Main St. Intersection Imp. *Widen to 4 lanes w/dual left turn lanes*	PE		$85		$85
	1	Battle Ground	NW 5th Street *New urban collector SR-503 to N. Parkway Av.*	PE		$200		$200
	1	Clark County	NE 99th Street, NE 94th Av. to 117th Av. *New 3 lane road with sidewalk and bike lanes*	RW			$2,146	$2,146
	1	Vancouver	NW Neighborhood Connectivity Improvements *Construct sidewalk/path and shared bicycle facility*	RW			$36	$36
	1	WSDOT	*I-205/SB Mill Plain and SB 18th St. Onramp-Meters*	PE			$100	$100
	1	WSDOT	SR-14/I-205 to SE 164th Avenue-Auxillary Lanes *Construct auxiliary lanes both directions*	RW CN		$515 $9,000		$515 $9,000
	1	WSDOT	SR-501/I-5 to Port of Vancouver-Profile Imp.	CN		$4,900		$4,900
	State/Local Totals				**$0**	**$14,700**	**$2,282**	**$16,983**

Table 4: 2021 Summary

Year of Expenditure Cost in Thousands of Dollars

Funding Type	Priority	Agency	Project Description	Phase	Federal Funds	State Funds	Local Funds	Total Funds
Section 5307	1	C-TRAN	Preventative Maintenance	All	$5,200		$1,300	$6,500
	Section 5307 Program Totals				**$5,200**	**$0**	**$1,300**	**$6,500**
Section 5310	1	C-TRAN	ADA Expansion	All	$330		$83	$413
	Section 5310 Program Totals				**$330**	**$0**	**$83**	**$413**
Section 5337	1	C-TRAN	Bus Replacement	All	$102		$26	$128
	Section 5337 Program Totals				**$102**	**$0**	**$26**	**$128**
Section 5339	1	C-TRAN	Bus Replacement	All	$533		$133	$666
	Section 5339 Program Totals				**$533**	**$0**	**$133**	**$666**
CMAQ	1	Clark County	NE 134th Corridor Adaptive Traffic Signals *Add adaptive traffic software and cameras*	CN	$523		$144	$667
	2	WSDOT	I-205/NB Mill Plain on Ramp - Ramp Meter *Install ramp meters, mast arms, signals, camera*	CN	$298		$102	$400
	3	Clark County	System Wide Signal Enhancement *Integrate data streams into a dashboard*	PE	$471		$129	$600
	4	C-TRAN	Bus Replacement *(4) Electric Buses*	All	$1,100		$1,369	$2,469
	CMAQ Program Totals				**$2,392**	**$0**	**$1,744**	**$4,136**
STBG-Region STP-Urban	1	Clark County	*Highway 99 Corridor Improvements* *Highway 99/NE 99th St. Intersection Improvement*	CN	$1,000		$818	$1,818
	2	Battle Ground	SW Eaton Boulevard, SR-503 to SW 20th Av. *Improve to 3 lane arterial w/sidewalk & bike lanes*	RW	$825		$129	$954
	3	Clark County	NE 99th Street, NE 94th Av. to 117th Av. Construct to arterial standard	CN	$2,400		$15,667	$18,067
	4	RTC	VAST/TSMO Coordination and Mgt.	PE	$350		$55	$405
	4	RTC	UPWP & CMP Support	PE	$390		$61	$451
STP-Rural	1	RTC	UPWP & CMP Support	PE	$60		$9	$69
	STP (Regional) Program Totals				**$5,025**	**$0**	**$16,739**	**$21,764**
TA	**Transportation Alternatives Program Totals**				**$0**	**$0**	**$0**	**$0**

Table 4 Continued: 2021 Summary

Year of Expenditure Cost in Thousands of Dollars

Funding Type	Priority	Agency	Project Description	Phase	Federal Funds	State Funds	Local Funds	Total Funds
STP-Bridge	**STP-Bridge Totals**				**$0**	**$0**	**$0**	**$0**
HSIP	1	WSDOT	Regionwide High Friction Surface Installation	PE	$12		$1	$13
	HSIP Totals				**$12**	**$0**	**$1**	**$13**
STP-State	**STP-State Program Totals**				**$0**	**$0**	**$0**	**$0**
NHPP	1	WSDOT	21-23 SWR Regionwide Basic Safety-Guardrail	PE	$13		$1	$14
	1	WSDOT	I-205/Mill Plain Interchang-Luminaire Replacement	CN	$945		$19	$964
	1	WSDOT	I-205/SR-500 Interchange-Luminaire Replacement	PE	$246		$10	$257
	1	WSDOT	SW Region-Replace Rural Weather Info System	PE	$19		$1	$20
	1	WSDOT	SR-500/NE 42nd and 54th Ave-Intersection Imp.	PE	$384		$16	$400
	NHPP Program Totals				**$1,607**	**$0**	**$47**	**$1,654**
State/Local	1	Battle Ground	Chelatchie Prairie Rail with Trail-PH II	RW		$80		$80
	1	Battle Ground	NW 12th Av./NW 1st St. Right Turn Lane *Add SB right turn lane*	CN		$420		$420
	1	Battle Ground	NW 15th Av/W Main St. Intersection Imp. *Widen to 4 lanes w/dual left turn lanes*	RW CN		$200 $565		$200 $565
	1	Battle Ground	NW 5th Street *New urban collector SR-503 to N. Parkway Av.*	RW *CN*		$300 $880	 $620	$300 $1,500
	1	Clark County	NE 68th Street Sidewalk	*RW*			$300	$300
	1	WSDOT	I-205/SB Mill Plain and SB 18th St. Onramp-Meters	CN			$140	$140
	1	WSDOT	I-5/E Fork Lewis River Bridge NB-Replace	CN		$20,686		$20,686
	1	WSDOT	*SR-14/I-205 to SE 164th Avenue-Auxillary Lanes*	CN		$12,000		$12,000
	State/Local Program Totals				**$0**	**$35,131**	**$1,060**	**$36,191**

Table 5: 2022 Summary

Year of Expenditure Cost in Thousands of Dollars

Funding Type	Priority	Agency	Project Description	Phase	Federal Funds	State Funds	Local Funds	Total Funds
Section 5307	1	C-TRAN	Preventative Maintenance	All	$5,200		$1,300	$6,500
	Section 5307 Program Totals				**$5,200**	**$0**	**$1,300**	**$6,500**
Section 5310	1	C-TRAN	ADA Expansion	All	$330		$83	$413
	Section 5310 Program Totals				**$330**	**$0**	**$83**	**$413**
Section 5337	1	C-TRAN	Bus Replacement	All	$102		$26	$128
	Section 5337 Program Totals				**$102**	**$0**	**$26**	**$128**
Section 5339	1	C-TRAN	Bus Replacement	All	$533		$133	$666
	Section 5339 Program Totals				**$533**	**$0**	**$133**	**$666**
CMAQ	1	C-TRAN	Mill Plain Bus Rapid Transit *Construct transit improvements to provide BRT*	CN	$2,000		$8,381	$10,381
	CMAQ Program Totals				**$2,000**	**$0**	**$8,381**	**$10,381**
STP-Regional STP-Urban	1	Vancouver	NE 137th Av. Corridor Completion *Improve to 3 lane with roundabouts*	CN	$1,950		$12,550	$14,500
	2	C-TRAN	*Mill Plain Bus Rapid Transit* *Construct transit improvements to provide BRT*	CN	$1,000		$9,381	$10,381
	3	Battle Ground	SE Grace Avenue Phase 2 Improvements *Realign w/NE Grace, Construct 3 lane arterial*	RW	$400		$1,905	$2,305
	4	RTC	VAST/TSMO Coordination and Mgt.	PE	$350		$55	$405
	4	RTC	UPWP & CMP Support	PE	$415		$65	$480
STP-Rural	1	RTC	UPWP & CMP Support	PE	$60		$9	$69
	STP (Regional) Program Totals				**$4,175**	**$0**	**$23,965**	**$28,140**
TA	**Transportation Alternatives Program Totals**				**$0**	**$0**	**$0**	**$0**
STP-Bridge	**STP-State Program Totals**				**$0**	**$0**	**$0**	**$0**
HSIP	1	WSDOT	SW Region/Regionwide Guardrail Installation	PE	$21		$1	$22
	1	WSDOT	Regionwide High Friction Surface Installation	CN	$110		$2	$113
	1	WSDOT	Regionwide Intersection Safety Implementation	PE	$19		$1	$20
	HSIP Program Totals				**$151**	**$0**	**$4**	**$154**
STP-State	1	WSDOT	SR-500/5th Plain Creek Bridge-Scour	CN	$629		$13	$642
	STP-State Program Totals				**$629**	**$0**	**$13**	**$642**

Table 5 Continued: 2022 Summary

Year of Expenditure Cost in Thousands of Dollars

Funding Type	Priority	Agency	Project Description	Phase	Federal Funds	State Funds	Local Funds	Total Funds
NHPP	1	WSDOT	21-23 SWR Regionwide Basic Safety-Guardrail	CN	$144		$3	$147
	1	WSDOT	21-23 SWR Regionwide Basic Safety-Signing	PE	$30		$1	$31
	1	WSDOT	Asphalt/Chip Seal Preservation	PE	$180		$7	$187
	1	WSDOT	Clark County I-5 Ramp Paving-ADA	PE	$247		$10	$257
	1	WSDOT	I-5/SB 0.1 Mile S of NE 63rd St.-Drainage Imp.	PE	$117		$5	$122
	1	WSDOT	SW Region-Replace Rural Weather Info System	CN	$71		$1	$73
	1	WSDOT	SR-500/NE 42nd and 54th Ave-Intersection Imp.	CN	$5,488		$112	$5,600
	NHPP Program Totals				**$6,277**	**$0**	**$140**	**$6,417**
State/Local	1	WSDOT	I-5/E Fork Lewis River Bridge NB-Replace	CN		$41,130		$41,130
	State/Local Program Totals				**$0**	**$41,130**	**$0**	**$41,130**

APPENDICES

APPENDIX A: Major Project List

APPENDIX B: CMAQ Air Quality Projects

APPENDIX C: Public Comments

APPENDIX D: 2019-2022 TIP Project Analysis

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 2018-2021 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 2018-2021 TIP That Were Implemented (Obligated)

Funding Program	Agency	Project Name	Phase	Federal Funds	State Funds	Local Funds	Total Funds
STBG	Clark County	NE 119th Street East, NE 87th Av. to NE 112th Av.	CN	$3,100,000		$8,604,000	$11,704,000
CMAQ	C-TRAN	Hybrid Buses	CN	$720,000		$180,000	$900,000
CMAQ	Port of Vancouver	Port connector Bike/Ped Path	CN	$500,000		$300,000	$800,000
NHPP	WSDOT	I-5/NB Interstate Bridge – South Tower Trunnion Replacement	PE	$578,000		$24,083	$602,083
NHPP	WSDOT	I-5/Ridgefield Port of Entry – Scalehouse Reconstruction	CN	$4,142,000		$84,531	$4,226,531
STP	WSDOT	SR-502/Rock Creek Rd Vic to Williams Rd Vic - Paving	CN	$3,065,788		$478,475	$3,544,263
NHPP	WSDOT	I-205 and I-5 Pavement Rehabilitation	CN	$2,827,664		$245,884	$3,073,548

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

Table 7: Major Projects from 2018-2021 TIP That Were Delayed

Funding Program	Agency	Project Name	Phase	Federal Funds	State Funds	Local Funds	Total Funds
STBG	Port of Ridgefield	Pioneer Street Railroad Overpass	CN	$2,000,000	$7,468,000	$1,932,400	$11,400,00
TA	Battle Ground	Chelatchie Prairie Rail with Trail	CN	$225,000		$758,000	$983,000

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

Table 8: Federally Funded Pedestrian and Bicycle Project from the 2018-2021 TIP That Were Obligated

Funding Program	Agency	Project Name	Phase	Federal Funds	State Funds	Local Funds	Total Funds
CMAQ	Port of Vancouver	Port connector Bike/Ped Path	CN	$500,000		$300,000	$800,000
CMAQ	Clark County	NE 68th Street Sidewalk, Highway 99 to VCL	PE	$150,000		$100,000	$250,000
CMAQ	Vancouver	NW Neighborhood Connectivity Improvement	PE	$145,000		$54,000	$199,000
STBG	Clark County	NE 119th Street, NE 87th Av. to NE 112th Av.	CN	$3,100,000		$8,604,000	$11,704,000

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

APPENDIX B: CMAQ Air Quality Projects

Introduction

The following list of projects is seeking CMAQ funding within the 2019-2022 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
Battle Ground	Small City ATMAS	Expansion of the Clark County's ATMS license, update traffic controllers, installation of wireless radios to connect to existing fiber system, and installation of cameras within cities of Battle Ground, Camas, and Washougal.	-30.659	-3.152	7.125
C-TRAN	Hybrid Buses	Expansion of 6 to 7 new diesel/electric hybrid buses	-10.773	-19.893	-92.120
C-TRAN	Mill Plain TSP Phase II	Transit Signal Priority from Fisher Landing to Downtown Vancouver.	-10.544	-1.131	0.073
C-TRAN	Electric Buses	Replace 4 buses with all electric buses.	-2.666	-0.249	-4.694
C-TRAN	Mill Plain Bus Rapid Transit	This project constructs transit improvements needed to provide Bus Rapid Transit (BRT) service along Mill Plain Blvd.	-91.941	-9.065	-7.770
Clark County	Signal Time, Evaluation, Verification and Enhancement Phase 2	Add ITS devices to additional county intersections and develop performance reports and improve connection to regional data warehouse.	-10.005	-1.029	2.325
Clark County	NE 68th Street Sidewalk, Hwy. 99 to County Limits	Construct a sidewalk on one-side of NE 68th Street.	-2.305	-0.196	-0.153
Clark County	NE 134th Corridor Adaptive Traffic Signals	Add Adaptive Traffic software to existing traffic signal electronics. Add traffic cameras.	-41.632	-4.280	9.675
Clark County	System Wide Signal Enhancement	Integrate Clark County and WSDOT data streams into a dashboard view of transportation system performance measures and report to regional data warehouse.	-3.943	-0.545	-0.753
Vancouver	Mill Plain Blvd. Arrival on Green Improvement	Install signal equipment on Mill Plain between Andresen Rd. and 155th Av. to improve signal coordination.	-24.205	-2.489	5.625

Vancouver	NW Neighborhood Connectivity Improvements	Construct sidewalk/path in vicinity of Lincoln Avenue and NW 53rd Street. Design a shared bicycle facility along Grant Av., NW 43rd St., and Lincoln Av. in vicinity of Lincoln Elementary School.	-2.064	0.175	-0.137
WSDOT	SR-14 ATIS Infill; I-5 to Evergreen	Provide fiber optic communication connection, data stations, and traffic surveillance cameras.	-10.690	-0.879	-1.825
WSDOT	Centralized Signal System Enhancement	Expand/enhance ATMS capabilities at various intersections within WSDOT's signalized principal arterial corridors.	-67.773	-6.968	15.750
WSDOT	I-205 NB Mill Plain On Ramp- Ramp Meter	Install ramp meters, mast arms, signals and cameras.	-6.414	-0.527	-1.095

* *The Centralized Signal System project will provide an air quality benefit, but a reliable quantitative evaluation would be difficult to complete.*

APPENDIX C: Public Comments

Introduction

Citizens and appropriate parties were provided a reasonable opportunity to comment on the 2019-2022 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 30, 2018 until October 2, 2018. Public comment period concluded with testimony at the October 2, 2018 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
I-5 Bridge Replacement	Yes	The I-5 Columbia River Bridge needs to be replaced.	The project is included in the Regional Transportation Plan and will be programmed in the TIP when funded.
I-5 Bridge Replacement	Yes	The existing bridge is hurting the economy of the region.	The project is included in the Regional Transportation Plan. Regional agreement and funding are needed for the project to proceed.
I-5 Bridge Replacement	No	The I-5 Bridge Replacement should not include transit, bicycle, pedestrian facilities, or tolls.	The project is included in the Regional Transportation Plan. The project must consider all modes, but design elements will be determined during the design phase.
Bus Service to Portland Airport	Yes	C-TRAN needs direct bus service to the Portland Airport.	Encouraged citizen to contact C-TRAN with desired service needs. Passed comment onto C-TRAN staff.

APPENDIX D: 2019-2022 TIP Project Analysis

Introduction

Appendix D provides an overview of the projects included in the 2019-2022 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 new bridge construction, 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 preventative maintenance.
- Rail: This represents movement of goods by way of wheeled vehicles running on rails. This would include improvements to BNSF rail line and associated spurs.
- Road Improvement: This represents an improvement that enhances a roadway for motor vehicles. This can include road widening, reconstruction, intersection improvements, and other geometric improvements.
- Safety: This represents improvements to the transportation system that are primarily intended to reduce the risk of a collision. This could include intersection improvements, signage, lane markings, and guardrail.

- Transit: This includes all capital and planning projects of the public transit service which C-TRAN provides within Clark County.
- 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	10	11.4%	$9,795,533	3.0%
Bridge	13	14.8%	$85,346,603	25.7%
Planning	4	4.5%	$3,410,870	1.0%
Preservation	13	14.8%	$31,154,186	9.4%
Road Improvement	17	19.3%	$106,747,220	32.2%
Safety	15	17.0%	$13,645,573	4.1%
Transit	5	5.7%	$71,637,359	21.6%
TSMO	11	12.5%	$10,103,031	3.0%
Total	**88**	**100%**	**$331,840,375**	**100%**

Figure 5: Percentage of Projects by Project Type (Total Projects 88)

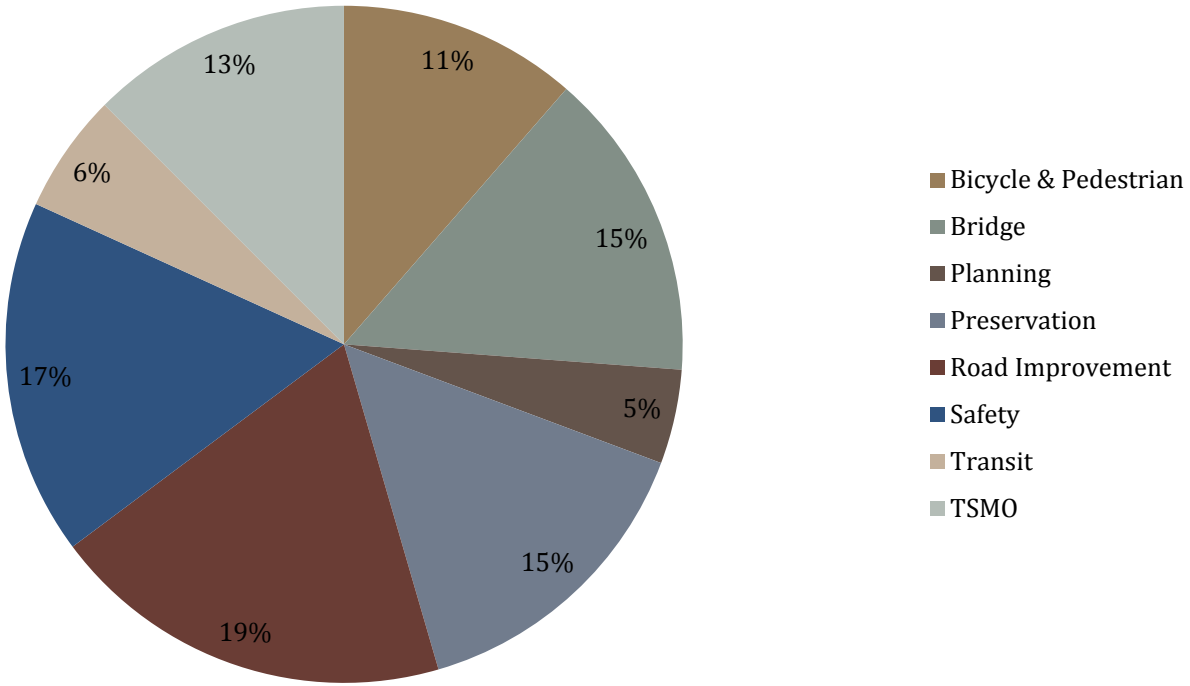
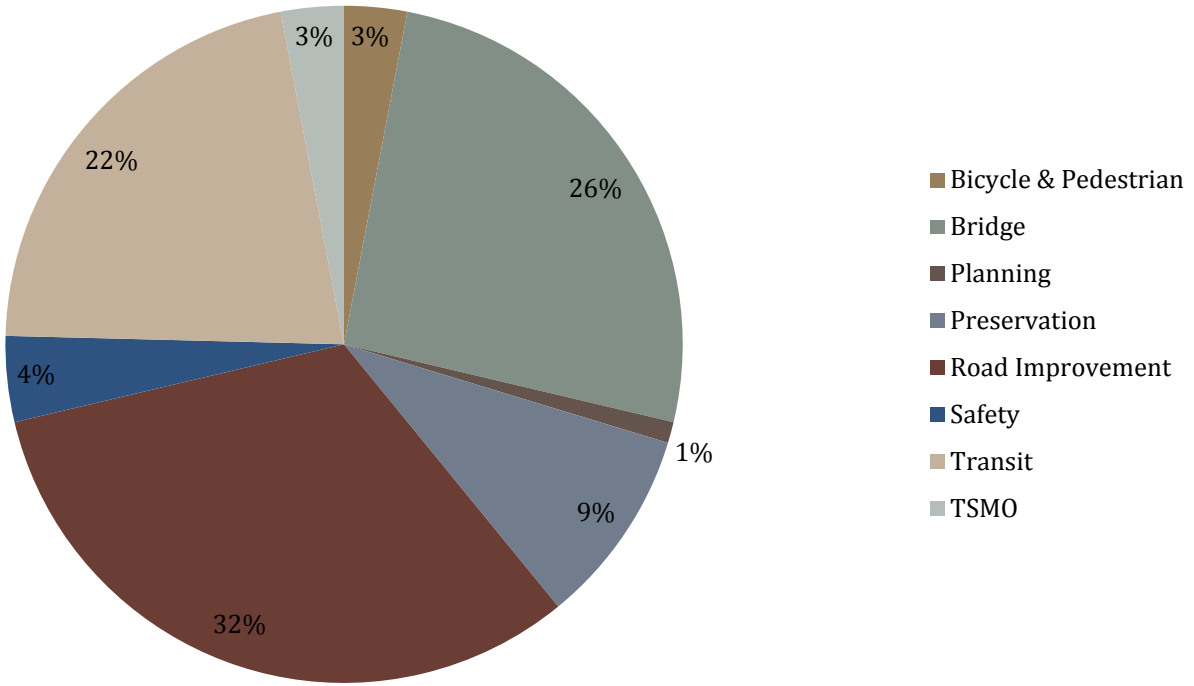



Figure 6: Percentage of Dollars Programmed by Project Type (Total Programmed $331.8 million)