



MEMORANDUM

TO: Southwest Washington Regional Transportation Council Board of Directors
FROM: Matt Ransom, Executive Director 
DATE: October 30, 2018
SUBJECT: **Regional Transportation Plan for Clark County, 2018 Update**

INTRODUCTION

At the June RTC Board meeting, RTC presented information on the requirements of the financial element of the Regional Transportation Plan (RTP). RTC has completed a preliminary RTP revenue forecast for discussion and review by the RTC Board.

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

RTC has worked with the Washington State Department of Transportation’s Strategic Planning and Finance Division to compile historical transportation revenue information. Data has also been collected from the Washington State Office of Financial Management (OFM) which provides support to the WSDOT’s Finance Division. The primary data sources for the revenue forecast consist of:

- State transportation revenue generated by category for Clark County from 2013 to 2017 including the motor vehicle fuel tax and ‘other fees’ (license plate fees, car rental tax, and vehicle sales tax).
- State transportation expenditures for Clark County from 2013 to 2017.
- Federal gas tax revenue generated by Clark County from 2013 to 2017.
- Receipts and expenditures by category for Clark County and the Cities from 2003 to 2016.
- State-wide gross fuel tax revenue forecast from 2018 to 2029.

SUMMARY OF METHODOLOGY

The approach for estimating revenue for the RTP, with some minor refinements, is similar to the methodology employed for the 2014 forecast. A summary of the revenue methodology is below.

State gas tax revenue

Projected state gas tax is based on current law at 23 cents a gallon. It makes up 47% of total state fuel tax and is the only portion of the fuel tax available for capital projects. Fuel tax revenue from the 2003, 2005, and Connecting Washington packages are dedicated to specific improvements or debt service and is not available for other RTP projects.

The calculation of state revenue uses 47% of total state motor vehicle fuel tax (MVFT) from 2013 to 2017 is used to determine average annual MVFT revenue for capital. Ten percent of 'other fees' are also made available for capital.

Total state revenue for capital is calculated by year from 2019 to 2040 based on the annual growth rate from the OFM estimate of yearly statewide gross MVFT. The OFM forecast goes to 2029; therefore, revenue growth from 2030 to 2040 is based on the last 4 years of the annual OFM growth rate.

Since Clark County does not receive all revenue generated in the County a return on contribution (ROC) factor of 80% is applied to total gas tax revenue to estimate available revenue to the County.

Available funds for capital are also reduced by revenue used for preservation and maintenance.

Federal tax revenue

Federal MVFT generated by Clark County from 2013 to 2017 is used to calculate annual federal revenue. It uses the same basic methodology as state gas tax estimation. It calculates growth out to 2040 based on OFM gross MVFT rates and applies a ROC factor.

Local Revenue

Local receipts and expenditures (for debt service, preservation and maintenance and traffic policing) for Clark County and local cities are calculated from 2003 to 2016 and annualized by category.

An annual percent change by category is used to calculate annual receipts and expenditures by year out to 2040 resulting in total receipts and expenditures by category.

Local revenue for capital is estimated by deducting debt service, preservation and maintenance and traffic policing from total receipts. Available dollars are allocated between regional and local system based on regional/local RTP costs, to determine revenue for the regional system.

Transit Revenue

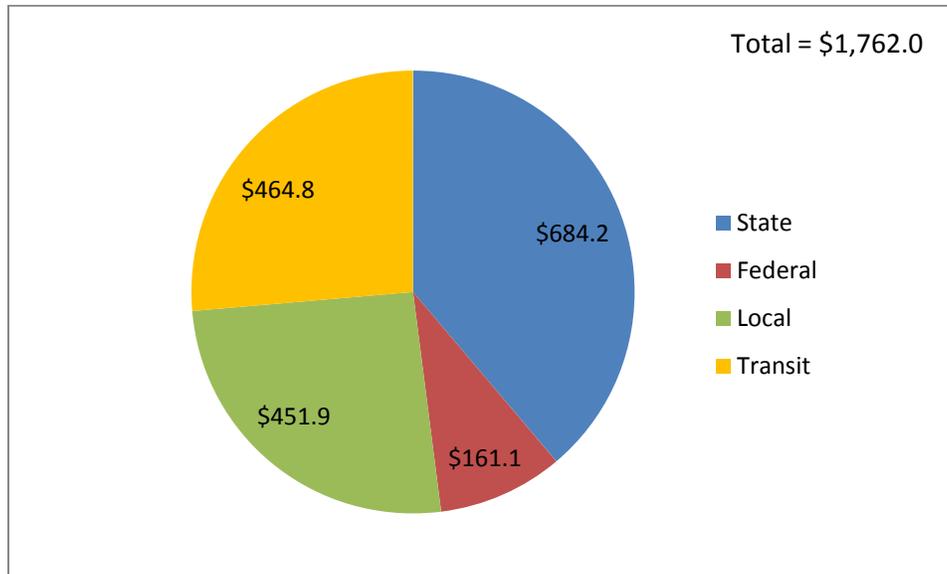
C-TRAN leads the forecasting of transit revenue and costs for the RTP and is also responsible for balancing future revenues and costs for the transit element of the Plan.

PRELIMINARY FORECAST

The initial draft revenue forecast and capital cost information will be reviewed at the November RTC Board meeting.

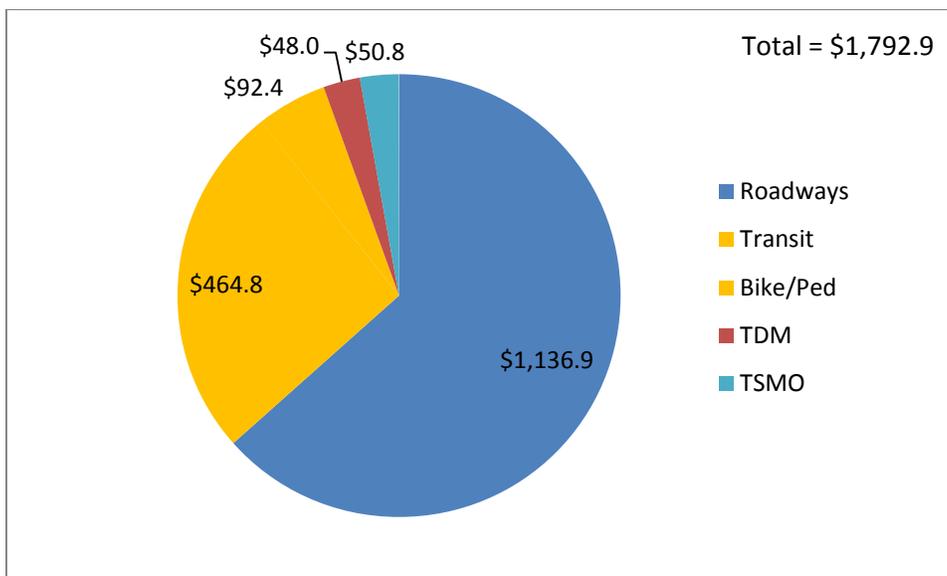
The following pages display information on revenues and costs by category for the RTP:

Total RTP Revenue



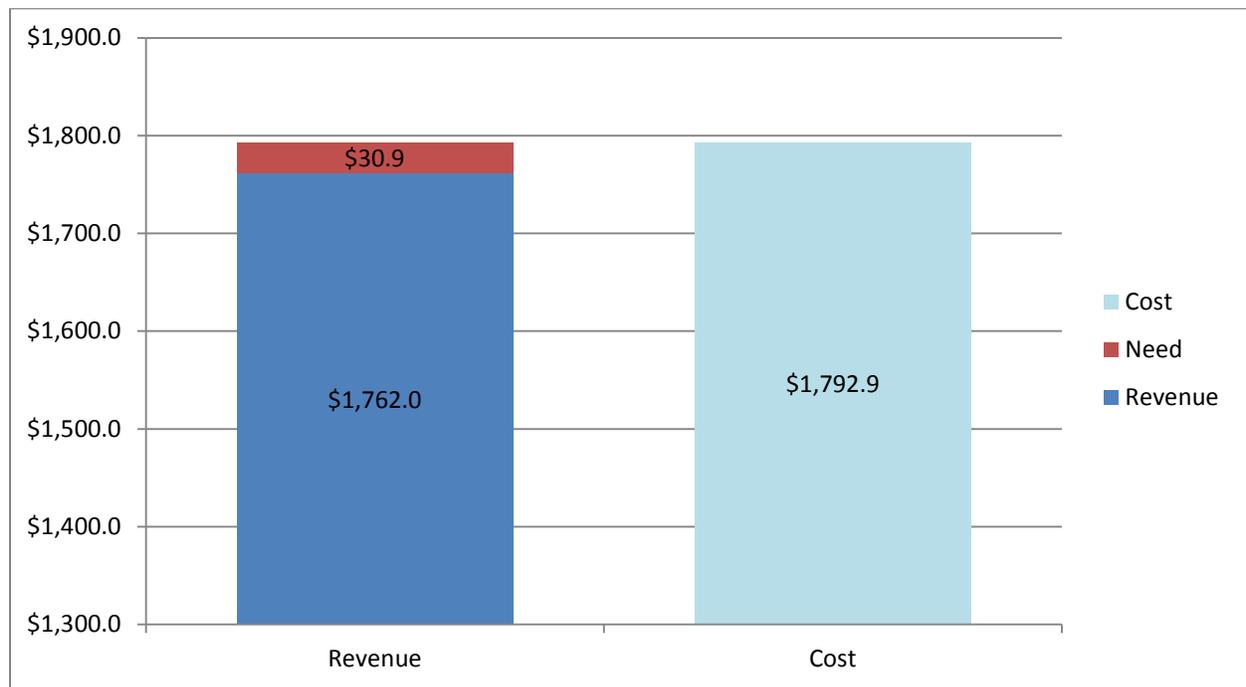
A total of \$1.76 billion is projected from federal, state, local and transit revenue sources over the next 21 years

Total RTP Cost



Project costs for all transportation improvement categories are \$1.79 billion out to 2040, including transportation demand management and transportation system management and operations

**RTP Revenue/Cost
All Modes**



COMPARISON TO 2014 RTP

A comparison with the 2018 RTP costs and revenues shows some distinct differences from 2014. While total revenue for non-transit projects in the 2018 RTP is \$102 million lower compared to 2014, capital costs in the 2018 Plan have decreased by almost \$220 million, resulting in a lower revenue shortfall in 2018 compared to 2014.

<i>RTP Cost-No Transit</i>	<i>2018</i>	<i>2014</i>
Roadways	\$1,136,902,647	\$1,360,898,000
Bike/Ped	\$92,400,000	\$92,400,000
TDM	\$48,000,000	\$48,000,000
TSMO	\$50,800,000	\$45,800,000
Total	\$1,328,104,665	\$1,547,098,000
<i>RTP Revenue</i>	<i>\$1,297,183,608</i>	<i>\$1,399,479,534</i>
<i>Need</i>	<i>\$30,919,039</i>	<i>\$147,618,466</i>

In addition, while roadway costs are lower in 2018, transit capital costs for 2018 are almost double transit capital costs in 2014.

<i>Capital</i>	<i>2018</i>	<i>2014</i>
Roadway Only	\$1,136,902,647	\$1,360,898,000
Transit	\$464,800,000	\$232,093,883

Some of the key projects affecting transit capital costs for the 2018 RTP update include: Mill Plain BRT, Highway 99 BRT, system-wide fleet replacement and expansion, and the Fisher’s Landing Transit Oriented Development Project.

NEW REVENUE OPTIONS

As noted previously, there is a revenue need of \$30.9 million to fund the RTP capital projects. The amount is relatively small compared to the 2014 revenue need of almost \$148 million, it is important to emphasize that the 2018 capital cost RTP was \$220 million lower compared to 2018. Agencies recognized that the future revenue picture was uncertain and responded accordingly. In fact, if the 2018 RTP cost was the same as 2014, the 2018 revenue forecast would have seen a shortfall of \$250 million.

For 2018, the new revenue need is relatively modest and would be equivalent to a gas tax increase of about 1.1 cents a gallon implemented in 2021. The new revenue equivalent could be manifested through several different funding strategies, including local funding options. In addition, the WSDOT Finance Division is analyzing a wide array of potential options being considered for new state transportation revenue including a new gas tax, linking the gas tax inflation, sales tax on gas, mileage based fees, and tolls.

Local Revenue Options

Local agencies also have options approved by the State Legislature that authorize jurisdictions to impose fees at the local level for specific transportation infrastructure categories with voter approval. A few of the key options are summarized below:

Transportation Benefit District: TBDs were established by the Washington State legislature in 2005, authorizes cities and counties to establish Transportation Benefit Districts (TBDs) for the purpose of ‘constructing, improving, providing, and funding transportation improvements’ and allows jurisdictions to pass an additional vehicle registration fee. Battle Ground and Vancouver have established TBDs. A \$20 local registration fee for Battle Ground became effective on July 1, 2015. Vancouver adopted a \$20 local registration fee effective in July 2016 with a scheduled increase to \$40 on July 1, 2018.

Local Option Vehicle License Fee: RCW 82.20.020 authorizes an additional motor vehicle license fee of \$15 per passenger car for transportation purposes.

Motor Vehicle Fuel Tax (MVFT) Surcharge: With voter approval, a 10% surcharge can be imposed on state MVFT for fuel sales in the county. Revenue generated would be shared, based on population, between the county and the cities within the county.

These programs have not been instituted locally, except for Transportation Benefit Districts.

Major Project Funding

While local funding options can provide needed resources for local jurisdictions, major capital investments, such as the I-5 Bridge Replacement project, rely on a variety of funding tools including: federal and state gas taxes, regional levies, and roadway tolling. In addition, trends indicate that revenue available for capital projects from traditional funding sources via the gas tax will be somewhat flat due to increasing preservation and maintenance costs, better fuel efficiency, and greater movement to electric/hybrid vehicles.

New funding programs could include:

- Road usage charge programs, which are vehicle-miles-traveled based user fee systems
- Project specific tolling programs to re-build/construct major infrastructure to manage system performance and;
- Exploration of public-private-partnerships

While the revenue need is small for the 2018 finance plan, the region should begin discussion now to prepare for shifts in major transportation infrastructure funding programs and to formulate a strategy for the next RTP update that best responds to the growth in the region and the corresponding transportation infrastructure demands.

NEXT STEPS

Forecast methodology as well as revenue, debt service and other growth assumptions is undergoing final review. The estimate of future preservation and maintenance costs for state, local and transit facilities is underway. The RTP cost and revenue information will be incorporated into the finance chapter of the 2018 draft RTP which will be available at the December Board meeting.

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Table B-5: 2040 RTP Project List (for adoption in 2018), RTP Designated System. DRAFT Oct. 30, 2018.

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost Estimate
MEGA PROJECT						
I-5	I-5/Victory Blvd. to SR-500 - Improve Mobility	Replace I-5 Bridge over Columbia River	3 lanes each direction	2025-2035	WSDOT	\$3,300,000,000
REGIONAL PROJECTS						
I-5/I-205/SR14		Implement ramp meters and ATM		2020-2030	WSDOT	\$20,000,000
I-5/I-205	Salmon Creek Interchange	Planning study		2020-2025	WSDOT	\$300,000
I-5/I-205	Salmon Creek Interchange Phase II	Implement improved access to I-205, if needed, dependent on planning study outcomes		2035-2040	WSDOT/Clark County 50% each	up to \$35,000,000
I-5/SR-500	SR-500	Implement improvements, if needed, up to direct connection dependent on urban corridor study outcomes	Partial Interchange	2035-2040	WSDOT	up to \$140,000,000
I-205	Padden Parkway Interchange	Implement improvements to interchange and connectivity to N 72nd Ave, if needed, dependent on planning study outcomes	Interchange	2035-2040	WSDOT	up to \$30,000,000
I-205	SR-500 to Padden Parkway	Implement improvements up to add lanes, if needed, dependent on planning study outcomes	2 lanes each direction	2030-2035	WSDOT	up to \$30,000,000
I-205	Mill Plain to SR-500	Implement improvements up to add auxiliary lanes NB and SB, if needed, dependent on planning study outcomes		2035-2040	WSDOT	up to \$25,000,000
SR-14	West Camas Slough Bridge	Rebuild Bridge	1 lane each direction	2035-2040	WSDOT	\$35,000,000
SR-500	42nd and 54th Avenue	Implement cost effective safety improvements per planning study recommendations	Intersections	2021-2025	WSDOT	\$6,000,000
SR-500	42nd and 54th Avenue	Implement additional improvements if needed to address additional needs	Intersection	2035-2040	WSDOT	up to \$80,000,000
SR-500	Fourth Plain	Implement improvements up to grade separation dependent on planning study outcomes	Intersection	2030-2035	WSDOT	up to \$60,000,000

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SR-503	SR-503/Caples Rd to Battle Ground - Install Median Barrier	Install Median Barrier		2025 - 2035	WSDOT	\$3,000,000
SR-503	SR-503/Padden Parkway to NE 144th Vic.	Install Median Curb		2018-2025	WSDOT	\$2,000,000
SR-503	at Padden Parkway	Add Interchange	Intersection	2020-2030	WSDOT	\$35,000,000
Transit Enhancements	System Wide	Improvements/amenities at bus stops, super stops, and transit centers - new and existing	Continuation of existing programs	Ongoing	C-TRAN	\$50,400,000
Administration, Operations, and Maintenance Facility	65th Street & 18th Street	Expansion/redevelopment	Current facility is 20 years old and over capacity	2019-2023	C-TRAN	\$30,000,000
East Vancouver/ Camas Park & Rides	18th Street & I-205; Camas & SR-14	Relocation of existing Evergreen Park & Ride	Current park and ride lacks visibility and easy access to I-205, relocation will support service improvements	2022-2027	C-TRAN	\$20,000,000
219th Street Park & Ride	I-5 & SR-502	Park & Ride facility at new interchange	N/A	2025-2035	C-TRAN	\$16,200,000
Fleet Replacement and Expansion	System Wide	Purchase replacement and expansion vehicles for fixed route, paratransit, and vanpool service	Continue ongoing program	Ongoing	C-TRAN	\$161,000,000
ITS Deployment	System Wide	ITS deployment and upgrades		Ongoing	C-TRAN	\$12,300,000
Facility Capital Maintenance				Ongoing	C-TRAN	\$36,700,000
Miscellaneous Capital Repair & Replacement				Ongoing	C-TRAN	\$18,600,000
Mill Plain BRT		BRT replace Rte 37	Route 37	2022-2023	C-TRAN	\$50,000,000
Fisher's LTC TOD		TOD	P&R with rider amenities	2035	C-TRAN	\$5,000,000
Columbia House P&R		Expand	Increase from 30 to 140 parking stalls	2020	C-TRAN	\$2,600,000
Hwy 99 BRT	downtown Vancouver to 99 St Transit Center	BRT replace Rte 71	Route 71	2030	C-TRAN	\$50,000,000
I-5 BOS	southbound, 99th St to bridge	Develop and construct BRT project	no transit or HOV	2020	C-TRAN	\$5,000,000
I-205 BOS	18th St to Airport Way	Possible phases	no transit or HOV	2025	C-TRAN	\$5,000,000
Shared Mobility	System Wide	dynamic demand response	using app based technology	2019	C-TRAN	\$2,000,000
179th Street	Delfel Rd to NE 15th Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2025	Clark County	\$28,000,000
179th Street	NE 29th Avenue intersection	unimproved intersection	1 lane each direction	2030	Clark County	\$3,000,000
179th Street	NE 50th Avenue intersection	unimproved intersection	1 lane each direction	2030	Clark County	\$3,000,000
NE 119th St.	NE 132nd Ave.	unimproved intersection	Intersection	2025	Clark County	\$3,000,000
Andresen	Padden Parkway	Interim upgrade	Intersection	2025-2040	Vancouver	\$15,000,000

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Highway 99	NE 99th Street to NE 107th Street	2 lanes ea. direction, w/turn lane	2 lanes each direction	2020	Clark County	\$4,868,000
NE Ward Rd.	NE 88th Street to NE 172nd Ave	2 lanes ea. direction	1 lane each direction	2017-2035	Clark County	\$9,700,000
NE 72nd Avenue	NE 122nd to NE 219th St	Spot capacity improvements	1 lane each direction	2017-2035	Clark County	\$30,000,000
NE 117th St.	NE Stutz Rd.	Intersection improvement	Intersection	2020-2030	Clark County	\$2,000,000
NW Lakeshore Ave.	NW 78th St. to NE 39th St.	1 lane ea. direction, w/turn lane	1 lane each direction	2020-2035	Clark County	\$15,000,000
NW 36th Ave.	Bliss Rd.	Intersection improvement	Intersection	2020-2030	Clark County	\$3,000,000
NE 182nd Ave.	SR-500	Intersection improvement	Intersection	2020-2035	Clark County	\$5,000,000
112th Avenue	Mill Plain to 49th Street	2 lanes ea. direction, w/turn lane	2 lanes each direction	2020-2035	Vancouver	\$7,000,000
137th Avenue	49th Street to Vancouver City Limits	2 lanes ea. direction, w/turn lane	1 lane each direction	2020-2035	Vancouver	\$20,000,000
18th Street	162nd Avenue to 192nd Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2020-2035	Vancouver	\$20,000,000
18th Street	97th Avenue to NE 107th Avenue	2 lanes ea. direction, w/turn lane		2020-2035	Vancouver	\$12,500,000
18th Street	138th Avenue to 162nd Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2020-2035	Vancouver	\$18,000,000
18th Street	87th Avenue to 97th Avenue	Extend existing street 1 lane ea. direction, w/turn lane	No street	2020-2035	Vancouver	\$16,000,000
192nd Avenue	SE 1st Street to NE 18th Street	2 lanes ea. direction, w/turn pockets	1 lane each direction	2020-2035	Vancouver	\$20,000,000
Fruit Valley Rd	Whitney to 78th Street	1 lane ea. direction, w/turn lane	1 lane each direction	2020-2035	Vancouver	\$40,000,000
32nd Avenue	SR-501 to Fruit Valley Road	1 lane ea. direction, w/turn lane new minor industrial arterial	None	2025-2035	Vancouver	\$20,000,000
Lieser Road/ NE 87th Avenue	Lieser to E 5th St	Intersection improvement	Offset intersection	2020-2035	Vancouver	\$6,000,000
Main Street	5th Street to McLoughlin	Reconstruct from 5th to 16th	Two-way street	2020-2035	Vancouver	\$11,000,000
Main Street	5th Street to Columbia Way	Re-connect to waterfront S. of rail berm	No street	2020-2035	Vancouver	\$9,000,000
NE 28th Street	142nd Avenue to 162nd Avenue	1 lane ea. direction, w/turn lane	1 lane each direction	2020-2035	Vancouver	\$12,000,000
SE 1st Street	164th Avenue to 177th Ave.	2 lanes ea. direction, w/turn lane	1 lane each direction	2020-2035	Vancouver	\$13,000,000
SE 1st Street	177th Avenue to 192nd Ave.	2 lanes ea. direction, w/turn lane	1 lane each direction	2020-2035	Vancouver	\$7,500,000
Andresen Rd.	MacArthur Blvd Intersection	Intersection operational upgrade	4-way stop control	2020-2035	Vancouver	\$2,500,000
Main Street	39th St. Intersection	Intersection capacity and operational upgrade	substandard lane width, inadequate storage, inadequate turn lanes	2020-2035	Vancouver	\$3,500,000
NE 162nd Ave	SE 1st Street to NE 9th Street	3 lanes ea. direction, w/median	2 lane each direction	2020-2035	Vancouver	\$11,000,000
NE Fourth Plain	NE 117th Ave to NE 162nd Ave	Intersection capacity and operational upgrade	substandard lane width, inadequate storage, inadequate turn lanes	2020-2035	Vancouver	\$3,400,000

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SE 20th St	SE 176th Ave	Intersection improvement	Substandard	2025-2035	Vancouver	\$500,000
St. Johns	NE 65thSt	Signal	Substandard	2025-2035	Vancouver	\$1,000,000
St. Johns	Ft. Vancouver Way	Signal	Substandard	2025-2035	Vancouver	\$2,800,000
NE 13th/18th St	Goodwin to 192nd Av	2 lanes each direction w/ turn lane, bike and pedestrian	None	2022-2035	Camas	\$8,235,000
NE 28th Street	Ingle to 232nd	1 lane each direction w/ turn lane, bike and pedestrian	1 lane each direction	2020	Camas	\$7,750,000
NE Goodwin Rd	Friberg to Ingle	2 lanes each direction w/ turn lane, bike and pedestrian	1 lane each direction	2021	Camas	\$13,123,000
SR-500/ Everett Rd	Lake Rd to NE 4th St	1 lane each direction w/ turn lane, bike and pedestrian	1 lane each direction	2022-2035	Camas	\$12,710,000
NW 6th Av Corridor Improvements	Norwood to Adams	Add turn lanes, bike lanes & sidewalk (road diet?)	2 lanes each direction	2019	Camas	\$1,200,000
Lake Rd	NW Lacamas Lane to NE Everett St/SR-500	Widening, sidewalks	1 lane each direction w/left turn lanes and bike lanes	2021	Camas	\$3,345,000
Lake Rd and Everett St/SR-500 Roundabout	Lake Rd and Everett St/SR-500	Roundabout, improved pedestrian access	Signal, 1 lane each direction with bike lanes, no sidewalks	2020	Camas	\$6,450,000
NE 6th Av Corridor Improvements	Adams to Garfield	Access and Multimodal upgrades	1 lane each direction, sidewalks	2020	Camas	\$200,000
32nd Street	Evergreen Way to 34th Street	Widen to 3 lanes, plus bike lanes and sidewalk	1 lane each direction	2018-2024	Washougal	\$5,476,000
Evergreen Way	32nd Street to Sunset View Rd	Widen to 3 lanes, plus bike lanes and sidewalk	1 lane in each direction	2018-2024	Washougal	\$8,117,000
SR-14/27th Street Interchange Project	Washougal River Road to 32nd Street	Half diamond interchange at 27th Street, overpass along SR-14	at grade	2011-2017	Washougal, Port of Camas Washougal, WSDOT	\$14,000,000
Washougal River Road	Shepherd Road, 18th/O, 25th	Intersection improvements, bike ped and trail crossing		2018-2024	Washougal	\$2,482,000
Evergreen Way And Sunset View Road	Intersection Influence Area	Intersection improvement		2018-2024	Washougal	\$1,963,000
Evergreen @ 39th intersection	Evergreen and 39th St.	Evergreen @ 39th St. Signalization and intersection improvements	no signal	2025-2030	Washougal	\$1,200,000
Chelatchie Prairie Rails With Trails Trail	Northeast UGB Limits to E Main Street	Construct new multimodal path with associated drainage.	does not exist	2022	Battle Ground	\$1,200,000
Chelatchie Prairie Rails With Trails Trail	SE Rasmussen Boulevard to SE Eaton Boulevard	Construct new multimodal path with associated drainage.	does not exist	2026-2035	Battle Ground	\$1,766,205

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Chelatchie Prairie Rails With Trails Trail	SE Eaton Boulevard to NE Cedar Drive	Construct new multimodal path with associated drainage.	does not exist	2026-2035	Battle Ground	\$1,512,379
Chelatchie Prairie Rails With Trails Trail	NE Cedar Drive to NE 181st Street	Construct new multimodal path with associated drainage.	does not exist	2026-2035	Battle Ground	\$1,210,961
Chelatchie Prairie Rails With Trails Trail	NE 181st Street to South UGB Limits	Construct new multimodal path with associated drainage.	does not exist	2026-2035	Battle Ground	\$1,591,700
E Main Street	NE/SE Grace Avenue	Realign SE Grace Avenue with NE Grace Avenue and signalize.	unsignalized	2015-2020	Battle Ground	\$2,000,000
E Main Street	NE Grace Avenue to east UGB limits	Reconstruct roadway, add sidewalks where missing, add storm drainage, lighting, striping, signing, landscaping, and bike lanes.	1 lane each direction	2026-2035	Battle Ground	\$7,865,344
NE 179th Street	SR-503 to S Parkway Avenue	Construct new road with associated sidewalks, storm drainage, lighting, striping, signing, and landscaping.	does not exist	2026-2035	Battle Ground	\$4,290,857
NE 179th Street	NE 112th Avenue to western terminus	Construct new road with associated sidewalks, storm drainage, lighting, striping, signing, and landscaping.	does not exist	2026-2035	Battle Ground	\$4,027,708
NE 179th Street	S Parkway Avenue to SE Grace Avenue	Construct new road with associated sidewalks, storm drainage, lighting, striping, signing, and landscaping.	does not exist	2026-2035	Battle Ground	\$4,347,857
NE 179th Street	western terminus to SR-503	Reconstruct roadway, add sidewalks where missing, storm drainage, lighting, striping, signing, landscaping, and bike lanes.	1 lane each direction	2026-2035	Battle Ground	\$318,517
N Onsdorff Boulevard	N Parkway Avenue	Install modern roundabout.	2-way stop	2026-2035	Battle Ground	\$600,000
SE Eaton Boulevard	SE Grace Avenue to east city limits	Reconstruct roadway, add sidewalks, storm drainage, lighting, striping, signing, landscaping, and bike lanes.	1 lane each direction	2021-2025	Battle Ground	\$5,568,760

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SE Eaton Boulevard	NE 92nd Avenue to SW 20th Avenue	Reconstruct roadway, add sidewalks, storm drainage, lighting, striping, signing, landscaping, and bike lanes.	1 lane each direction	2026-2035	Battle Ground	\$6,816,764
NE Grace Avenue	NE 10th Street	Add northbound right turn lane and convert intersection to all-way stop.	2-way stop	2021-2025	Battle Ground	\$105,000
Grace Avenue	Grace Av/East Main St	Align S Grace and N Grace	Unaligned intersections	2015-2020	Battle Ground	\$2,000,000
NE Grace Avenue	NE 249th Street to NE 25th Street	Reconstruct roadway, add sidewalks where missing, add storm drainage, lighting, striping, signing, landscaping, and bike lanes.	1 lane each direction	2026-2035	Battle Ground	\$1,727,582
NE Grace Avenue	NE 25th Street to NE Onsdorff Boulevard	Reconstruct roadway, add sidewalks where missing, add storm drainage, lighting, striping, signing, landscaping, and bike lanes.	1 lane each direction	2026-2035	Battle Ground	\$343,726
NE Grace Avenue	NE Onsdorff Boulevard to NE 10th Street	Reconstruct roadway, add sidewalks where missing, add storm drainage, lighting, striping, signing, landscaping, and bike lanes.	1 lane each direction	2026-2035	Battle Ground	\$1,837,691
NE Grace Avenue	NE 10th Street to E Main Street	Reconstruct roadway, add sidewalks where missing, add storm drainage, lighting, striping, signing, landscaping, and bike lanes.	1 lane each direction	2026-2035	Battle Ground	\$3,871,051
SE Grace Avenue	SE Eaton Boulevard to NE 189th Street	Reconstruct roadway, add sidewalks where missing, add storm drainage, lighting, striping, signing, and landscaping.	1 lane each direction	2026-2035	Battle Ground	\$3,042,561
SE Grace Avenue	NE 189th Street to NE 179th Street	Reconstruct roadway, add sidewalks, storm drainage, lighting, striping, signing, and landscaping.	1 lane each direction	2026-2035	Battle Ground	\$2,775,302

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SE Grace Avenue	NE 179th Street to south city limits	Reconstruct roadway, add sidewalks, storm drainage, lighting, striping, signing, and landscaping.	1 lane each direction	2026-2035	Battle Ground	\$1,706,380
SE Grace Avenue	E Main St to SE Rasmussen Blvd	1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities	1 lane each direction	2015-2020	Battle Ground	\$4,318,267
SE Grace Avenue	SE Eaton Boulevard	Replace signal controller and related equipment for improved intersection operations. Install northbound and southbound left turn signals.	n/a	2021-2025	Battle Ground	\$65,000
SR-502	W 15th Avenue	Upgrade intersection to provide an additional 100' of storage for the eastbound left turn lane.	n/a	2026-2035	Battle Ground	\$102,500
SR-502	W 29th Avenue	Add south leg of intersection and signalize.	unsignalized	2021-2025	Battle Ground	\$350,000
SR-502	NE 92nd Avenue	Add southerly leg of intersection, modify signal, and add westbound left turn lane.	unsignalized	2026-2035	Battle Ground	\$225,000
SR-503	SR-502	Add dual left turn lanes	n/a	2026-2035	Battle Ground	\$605,415
SR-503	NE 184th Street	Add east-west right-in/right-out on east side of SR-503.	does not exist	2026-2035	Battle Ground	\$250,000
SR-503	NE 194th Street	Add east-west right-in/right-out on both sides of SR-503.	does not exist	2026-2035	Battle Ground	\$250,000
SR-503	NW 5th Way	Add east-west right-in/right-out on both sides of SR-503.	does not exist	2026-2035	Battle Ground	\$250,000
SR-503	NE 239th Street	Add east-west right-in/right-out on west side of SR-503.	does not exist	2026-2035	Battle Ground	\$250,000
SR-503	NW Onsdorff Boulevard	Extend southbound leg of SR-503, 500-feet north and south of intersection, add necessary tapers, and revise existing traffic signals.	n/a	2021-2025	Battle Ground	\$1,020,500
SR-503	NE 179th Street	Add northbound right turn lane.	n/a	2026-2035	Battle Ground	\$150,000
SR-503	SW Rasmussen Boulevard	Add east-west right-in/right-out on east side of SR-503.	does not exist	2015-2020	Battle Ground	\$275,000
SR-503	NE 189th Street	Extend westbound left turn lane as necessary.	n/a	2026-2035	Battle Ground	\$100,000

Table B-5: 2040 RTP Project List (for adoption in 2018), RTP Designated System. DRAFT Oct. 30, 2018.

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost Estimate
SW Eaton Boulevard	SW 20th Avenue to SR-503	Reconstruct roadway, add sidewalks, storm drainage, lighting, striping, signing, and landscaping. Add second westbound left turn lane and add 100' long eastbound right turn lane at SR-503 signal. At 20th signalize and add left turn lanes on north, south, and east legs.	1 lane each direction	2022	Battle Ground	\$4,476,093
Hillhurst Road	Sevier Rd to 229th extension	Upgrade to 3 lane principal arterial	1 lane each direction	2021	Ridgefield	\$17,230,870
Hillhurst Road	SR-501 to Sevier Rd	1 lane each direction w/ turn lane	1 lane each direction	2023	Ridgefield	\$6,348,920
I-5	219th St. to SR-501	NB auxiliary lane along I-5	None	2028	Ridgefield/WSDOT	\$8,600,000
I-5	SR-501 to 219th St.	SB auxiliary lane along I-5	None	2028	Ridgefield/WSDOT	\$7,900,000
Pioneer Street Bridge	over Gee Creek	Bridge Replacement	2 lane bridge	2030	Ridgefield/WSDOT	\$3,042,000
Pioneer St (SR-501) at 9th Ave/Hillhurst Rd	N/A	Signalized Intersection improvement	Unsignalized Intersection	2020	Ridgefield	\$404,790
Pioneer St (SR-501)	Rieman Road to 35th Ave Roundabout	Add Pedestrian Facilities	1 lane each direction	2020	Ridgefield	\$669,500
Pioneer St (SR-501)	35th Ave to 45th Ave	Widen, 2 lane each direction w/ turn lane	1 lane each direction	2022	Ridgefield	\$4,139,570
Pioneer St (SR-501) at 51st Ave	N/A	2-lane Roundabout	N/A	2023	Ridgefield	\$1,444,000
Pioneer St (SR-501)	45th Ave to 51st Ave	Widen, 2 lane each direction w/ turn lane	1 lane each direction	2025	Ridgefield	\$1,801,058
Pioneer St (SR-501)	51st Ave to 56th Ave	Widen, 2 lane each direction w/ turn lane	1 lane each direction	2027	Ridgefield	\$1,801,058
NW 219th St Extension	Hillhurst Road to I-5	1-lane each direction w/ turn lane	N/A	2027	Ridgefield	\$18,276,000
E 4th Street	Highland to E. City Limits	Urban upgrade	Unimproved road segment	2016-2021	La Center	\$1,635,000
La Center Road	at Timmen Road	Construct left turn lanes	Unimproved intersection	Partly complete in 2012. Rest in 2016-2021.	La Center	\$1,450,000
E 4th Street	Stonecreek Drive	Street widening from Cedar Ave to Highland including Brezee Creek box culvert crossing	Old Culvert, with bike lanes, 1 sidewalk	2018-2024	La Center	\$4,500,000
County-wide	County Wide	Pedestrian & Bicycle Projects and Programs		Continuing	County-wide	\$92,400,000
County-wide	County Wide	Demand Management		Continuing	County-wide	\$48,000,000

Table B-5: 2040 RTP Project List (for adoption in 2018), RTP Designated System. DRAFT Oct. 30, 2018.

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost Estimate
Various	System Wide	Transportation System Management and Operations		Continuing	County-wide	\$45,800,000
Mill Plain Corridor Technology Improvements	Downtown Vancouver to 192nd Ave	new fiber, dynamic information signs, TSP upgrades and expansion	aging infrastructure	2022-2023	VAST	\$5,000,000
Columbia Street	Access Road 5 and Columbia Way	Extension of separated bike-ped path connecting the City Waterfront Park through the Port of Vancouver Terminal 1 property connecting with the Renaissance Trail on Columbia Way	None	2022	Port of Vancouver	\$4,500,000
West Vancouver Freight Access Project - P19A - Terminal 5 Loop Access	Gateway Avenue and rail loop	Rail overpass	None	2022-2025	Port of Vancouver	\$8,545,761

Total with I-5 Bridge

\$5,092,902,647

Total of Regional Projects

\$1,792,902,647