Transportation Improvement Program

DRAFT

Clark County
2020-2023

Prepared by
Southwest Washington
Regional Transportation Council
P.O. Box 1366
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October 2019

STAFF REPORT/RESOLUTION

TO: Southwest Washington Regional Transportation Council Board of Directors

FROM: Matt Ransom, Executive Director

DATE: September 24, 2019

SUBJECT: **2020-2023 Transportation Improvement Program, Resolution 10-19-25**

AT A GLANCE - *ACTION*

The action requested is to adopt the 2020-2023 Transportation Improvement Program (TIP). The recommended action was endorsed by the Regional Transportation Advisory Committee (RTAC) at their monthly meeting on September 20, 2019. The TIP was developed in accordance with federal requirements and the Transportation Programming Guidebook. The TIP programs regionally significant projects totaling approximately $343.8 million, including approximately $37.2 million in RTC Board selected regional federal grants.

BACKGROUND

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. In addition, the TIP is developed consistent with the policies and procedures found in the RTC Board adopted Transportation Programming Guidebook.

The Full Draft of the 2020-2023 Transportation Improvement Program is provided on line within the October 2019 RTC Board materials and printed copies will be available at the October RTC Board meeting.

The 2020-2023 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 2020-2023 Transportation Improvement Program and has recommended adoption by the RTC Board of Directors. The 2020-2023 regional TIP will become part of the State Transportation Improvement Program (STIP), and projects programmed in the first two years of the TIP can proceed starting in January 2020.

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.

PUBLIC COMMENT PERIOD

Citizens are provided an opportunity to comment on the TIP through a public involvement process, lasting from August 28, 2019 through the RTC Board meeting on October 1, 2019. Notices of opportunity to comment on the TIP were distributed to the local media, neighborhoods, and through RTC's website. Public comments are displayed starting on Page 127 of the TIP document.

2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

Adoption of the 2020-2023 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 $343.8 million, including approximately $126.1 million in federal transportation funding. Of the federal transportation funding, approximately $37.2 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 calendar year.
    - The TIP development process meets federal public participation requirements and that a 30-day public comment period was provided.

POLICY IMPLICATION

The 2020-2023 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).

BUDGET IMPLICATION

None to RTC as an agency. Region wide, approval of the 2020-2023 Transportation Improvement Program (TIP) will program 79 regionally significant projects, representing approximately $343.8 million in transportation investment over the next four years within the Clark County, Washington region.

ACTION REQUESTED

Adoption of Resolution 10-19-25, "2020-2023 Transportation Improvement Program."

ADOPTED this 1st day of October 2019, by the Southwest Washington Regional Transportation Council.

SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL

ATTEST:

_____

Anne McEnerny-Ogle
Chair of the Board

_____

Matt Ransom
Executive Director

Attachment

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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

2020-2023 Transportation Improvement Program

Clark County, Washington

Published: October 2019

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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 564-397-5207 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

Shirley Craddick	Metro Councilor, Portland, Oregon
Mike Dalesandro	City of Battle Ground Mayor (Cityies North Representative)
Shawn Donaghy	C-TRAN Executive Director/CEO
Carley Francis	WSDOT Southwest Region Administrator
Bart Hansen	Vancouver Councilmember
James Herman	Port of Klickitat Commissioner (Klickitat County Representative)
Scott Hughes (Vice-Chair)	Port of Ridgefield Commissioner (Port Representative)
Tom Lannen	Skamania County Commissioner (Skamania County Representative)
Temple Lentz	Clark County Councilor
Anne McEnerny-Ogle (Chair)	Vancouver City Council Member
Gary Medvigy	Clark County Councilor
Eileen Quiring	Clark County Councilor
Melissa Smith	Camas City Councilmember (Cities East Representative)
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)

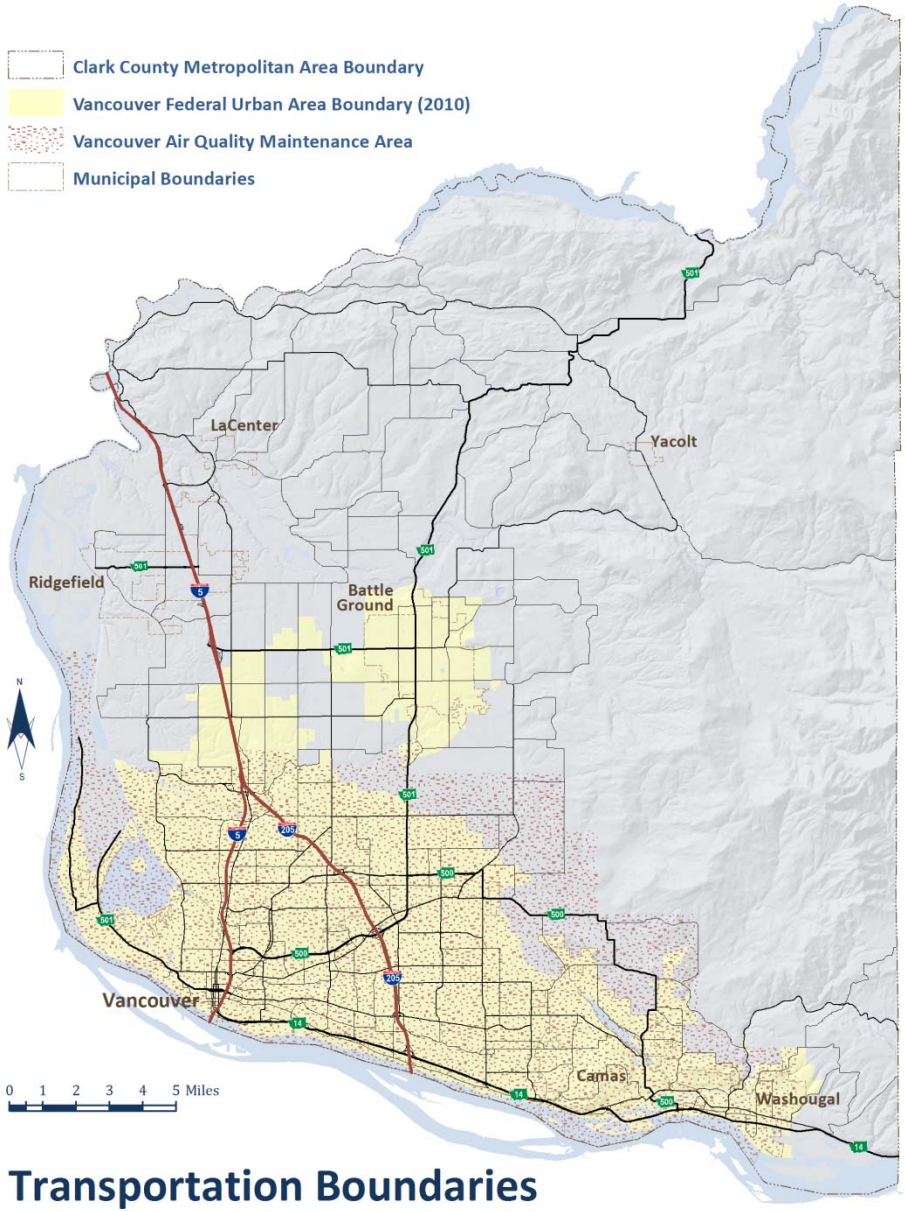
Gary Albrecht	Clark County	**Brenda Howell**	City of Ridgefield
Jennifer Campos	City of Vancouver	**Tom Kloster**	Metro
Jim Carothers	City of Camas	**Colleen Kuhn**	Human Services Council
Rob Charles	City of Washougal	**Laurie Lebowsky**	WSDOT
Jim Hagar	Port of Vancouver	**Chris Malone**	City of Vancouver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

Location of Clark County

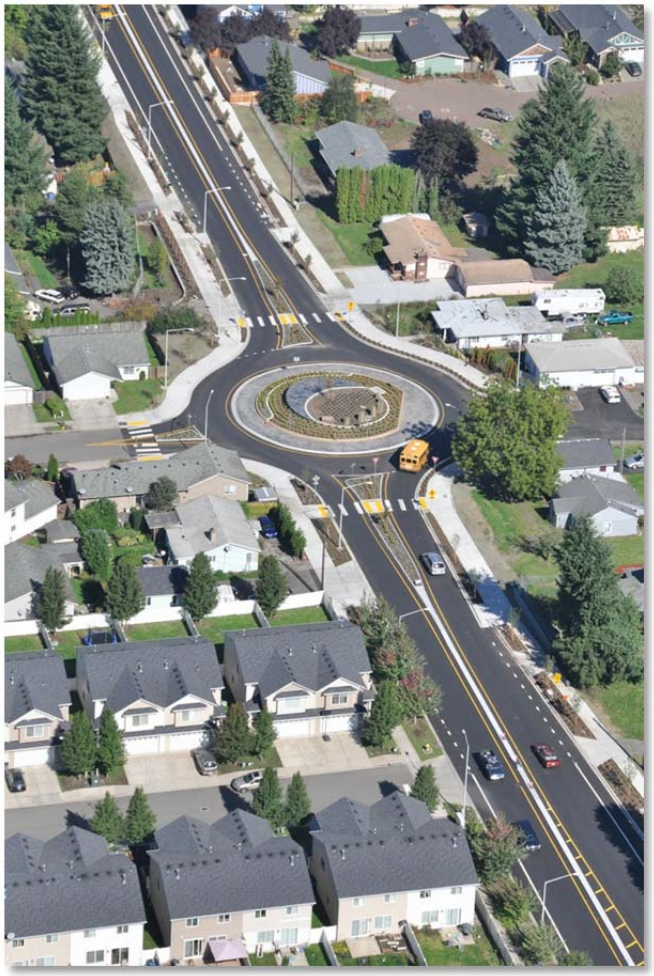
Southwest Washington Regional Transportation Council (RTC) is the Metropolitan Planning Organization (MPO) for Clark County, Washington. Clark County is located in the southwestern part of Washington State on the Columbia River, approximately 70 miles from the Pacific Ocean. The Columbia River forms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

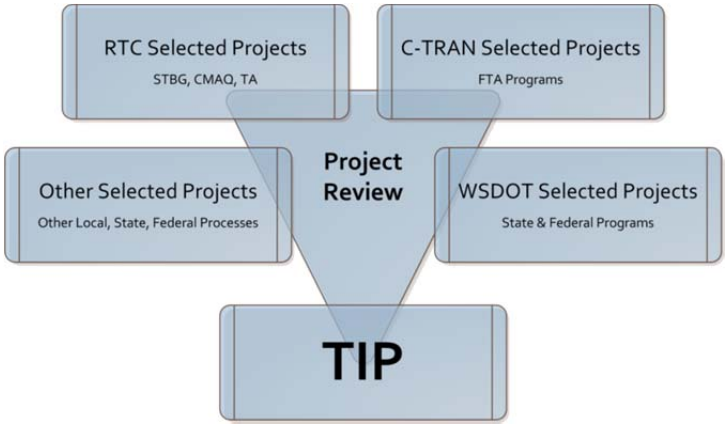
TIP DEVELOPMENT

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 projects 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 region's project development process and development of the Transportation Improvement Program.

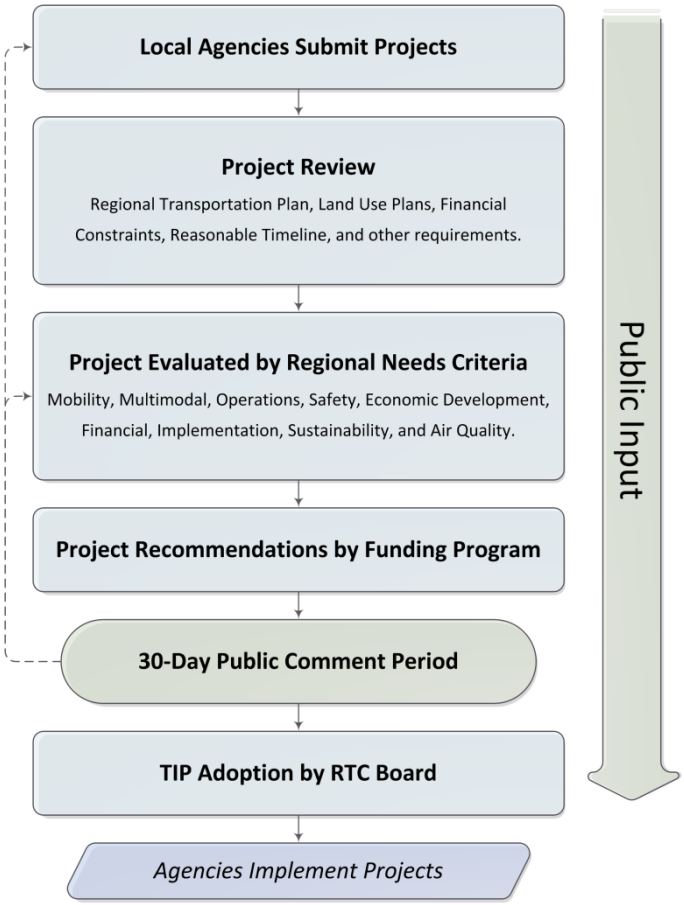
Regional Project Development Process

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, 2019 until October 1, 2019 was provided. The draft TIP document and project information was made available during the public

comment period. Notices of the opportunity to comment on the TIP were distributed to the local media, neighborhoods, and other interested parties. News releases and other TIP information were made available on the RTC Website. From June 2019 through October 2019, 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 requests 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 or minor scope change.
- 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:

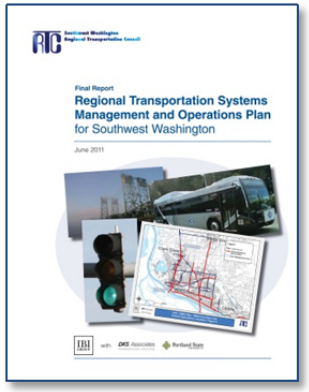
- Adding a new project, future project phase, or funding amount greater than $3 million in federal funding.
- Adding a regionally selected project or adding regionally selected federal funds to a project.
- Major scope changes.
- Changes to a project that affects air quality conformity.
- Changes to 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 (2021, 2023, 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, §450.336, 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

Federal 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. Federal 23 USC Part 134 directs metropolitan planning organizations (MPOs) to take a performance-based approach to transportation planning. Metropolitan Planning Organizations (MPOs) are required to establish and reference the performance targets and performance based plans in their TIPs and Regional Transportation Plans. The framework gives flexibility to RTC to either support WSDOT statewide performance targets, or to establish targets for the MPO. In addition C-TRAN must develop transit performance targets. By supporting WSDOT and C-TRAN targets, RTC is agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant WSDOT performance target.

RTC has agreed to supported WSDOT and C-TRAN performance targets relating to the following subject areas: Safety, pavement & bridge, system performance/congestion, freight movement, and transit asset management. RTC's region is an air quality attainment area and Congestion Mitigation and Air Quality program performance measures do not apply.

The TIP programs projects which support the implementation of the performanced based targets and plans, and projects are classified by the performance measures they address. As part of future Annual Listing of Obligation, RTC will classify obligated projects from the TIP by their performance measure. This as a way to show the effect of the transportation improvement program toward achieving the performance targets. Provided below is a status on target setting:

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.

Pavement & Bridge

RCW 47.05 and the Washington State Department of Transportation's (WSDOT's) Highway System Plan set the direction for management of infrastructure condition in Washington State, which is to preserve pavements and bridges at lowest life cycle cost. The lowest life cycle strategy for any pavement or bridge is the strategy that maintains acceptable condition at the lowest annualized cost over the life of the asset. WSDOT has demonstrated this by taking a preservation first approach to pavement and bridge management over several decades.

Local agencies manage approximately 31% of the non-Interstate National Highway System (NHS) in Washington State. Using the Target Setting Framework, WSDOT worked with Metropolitan Planning Organizations (MPOs) to establish performance measures and communicate its pavement and bridge management practices, as well as what these practices mean in the context of the National Highway System (NHS). WSDOT has also communicated the annual average state facility needs for pavements and bridges within each MPO boundary. Further supporting asset performance and investments on the NHS, WSDOT Local Programs issued a call for projects specifically focused on asset management practices, for pavements on NHS roadways.

Washington MPOs & WSDOT have agreed to plan and program projects to work towards and achieve Washington pavement and bridge condition targets for infrastructure condition under 23 CFR 490. As required under 23 CFR 515, the specific strategies for pavement and bridge preservation are documented in WSDOT's Transportation Asset Management Plan, certified by FHWA in May 2018.

System Performance (Congestion) & Freight Movement

In 2018, Washington State Metropolitan Planning Organizations (MPOs) and the Washington State Department of Transportation (WSDOT) set, adopted, and reported to FHWA statewide targets for the Highway System Performance, Freight, and Congestion Mitigation and Emissions performance measures. Washington State MPOs and WSDOT are working to improve the planning and programming process to more fully align funding decisions with performance targets.

In Washington State, many of the projects selected to address mobility are prioritized through the legislative process. For this reason, it is essential that WSDOT, MPOs, regional transportation planning organizations (RTPOs), and local agencies coordinate their transportation planning efforts to develop transportation priorities that contribute towards performance targets and can be shared with lawmakers.

One such way WSDOT and its partner MPOs and RTPOs are working to make performance-supporting projects and programs clear to the legislature is through the Plan Alignment Work Group. A major focus of the group is to increase the consistency between regional plans and WSDOT's statewide plans, which includes sharing and collaboratively perfecting the data and information necessary to identify a comprehensive list of financial forecasts, maintenance needs, and project priorities related to the state system within MPOs and RTPOs.

Another way WSDOT and its partners are assessing performance and target achievement is through the Regional Integrated Transportation Information System (RITIS) data tool. The state's financial participation makes this tool available for WSDOT and MPOs to use the system in evaluating regional targets and to assist in other decision making processes.

To guide freight investments and improve freight system performance in Washington, WSDOT developed the 2017 Washington State Freight Investment Plan by engaging various freight partners and stakeholders, including MPOs and RTPOs. The Freight Investment Plan identified freight priority projects and described how those priorities would be invested and funded through FFY 2016–2020 National Highway Freight Program (NHFP) funds. Those NHFP investments would be incorporated into STIP and TIPs contributing to improving statewide freight performance on National Highway Freight Network. Over the coming years WSDOT and its partners will further align planning and programming with performance. All are committed to developing practical approaches to work towards our regional and statewide performance targets.

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.

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

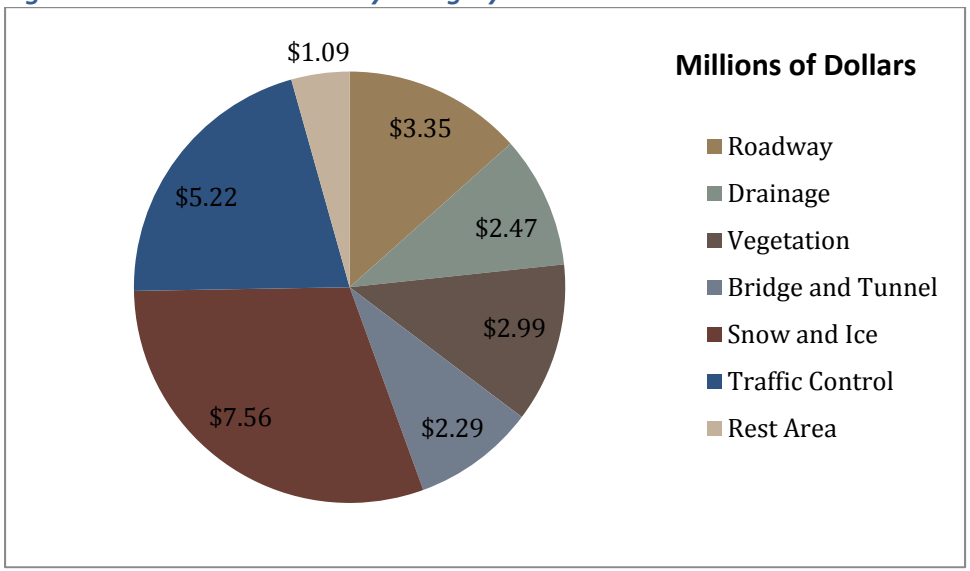
Maintenance and preservation costs for state and local agencies are being estimated based on historical data from the WSDOT Finance Division and the Southwest Region.

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, $77.7 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 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 39% 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, maintenance and preservation needs are expected to increase to 44% 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 for 2018 is about $60 million which is expected to rise as C-TRAN increases the size of bus fleet and expands its transit facilities in the future. The 2016 update to C-TRAN's 2030 Plan, first 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 50% to 446,000 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 increase by 148% by 2030, from approximately 24 % today to 34 % of the operating budget in 2030.

The following Table 1 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 2018 Annual Financial Report. 21-year data is from the 2016 update to C-TRAN's 2030 Plan.

Table 1: Estimated Preservation and Maintenance Costs

Agency	Annual	RTP 21-years
WSDOT	$14,313,753	$322,258,417
Clark County and Cities	$63,447,234	$1,734,744,650
Total Roadway	**$77,760,987**	**$2,057,003,067**
Transit Operations	$60,075,620	$2,156,898,705

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), Transportation Alternatives (TA) programs, and Highway Infrastructure Program (HIP). This section includes a brief description of major FAST Act funding programs:

Better Utilizing Investments to Leverage Development (BUILD)

The BUILD grant is for investments in surface transportation infrastructure and will be awarded on a competitive basis to projects that will have a significant local or regional impact. BUILD funding can support roads, bridges, transit, rail, ports or intermodal transportation. The Federal Highway Administration selects projects through a national competitive grant program.

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 and 2019 Omnibus bill contained an 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 and September 30, 2022 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. RCO 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 2020-2023 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 2 on the next page, there is a remaining balance of revenue between years 2020-2023.

Table 2: 2020-2023 Financial Feasibility Summary

(Cost in Thousands of Dollars)

Funding Type	Year	Carry-Over Previous Yr.	Allocation	Available Revenue	Program Totals	Remaining Funds
Section 5307	*2020*	$0	$5,400	$5,400	$5,400	$0
	2021	$0	$5,400	$5,400	$5,400	$0
	2022	$0	$5,400	$5,400	$5,400	$0
	2023	$0	$5,400	$5,400	$5,400	$0
Section 5310	*2020*	$0	$360	$360	$360	$0
	2021	$0	$360	$360	$360	$0
	2022	$0	$360	$360	$360	$0
	2023	$0	$360	$360	$360	$0
Section 5337	*2020*	$0	$125	$125	$125	$0
	2021	$0	$125	$125	$125	$0
	2022	$0	$125	$125	$125	$0
	2023	$0	$125	$125	$125	$0

Table 2 Continued: 2020-2023 Financial Feasibility Summary

(Cost in Thousands of Dollars)

Funding Type	Year	Carry-Over Previous Yr.	Allocation	Available Revenue	Program Totals	Remaining Funds
Section 5339	*2020*	$0	$650	$650	$650	$0
	2021	$0	$650	$650	$650	$0
	2022	$0	$650	$650	$650	$0
	2019	$0	$650	$650	$650	$0
CMAQ	*2020*	$99	$3,307	$3,405	$2,823	$582
	2021	$582	$3,307	$3,889	$3,365	$524
	2022	$524	$3,307	$3,831	$3,320	$511
	2023	$511	$2,807	$3,318	$3,008	$310
STBG *Regional*	*2020*	($1,222)	$6,527	$5,305	$4,920	$385
	2021	$385	$6,527	$6,913	$6,125	$788
	2022	$788	$6,527	$7,315	$6,148	$1,167
	2023	$1,167	$5,527	$6,694	$4,443	$2,251
HIP	*2020*	$1,362	$0	$1,362	$1,362	$0
TA	*2020*	$695	$107	$802	$585	$217
	2021	$217	$606	$823	$700	$123
	2022	$123	$606	$729	$400	$329
	2023	$329	$516	$845	$0	$845
State Selected *STP-BR, HSIP, SRTS, NHPP, STP-State*	*2020*	$0	$13,405	$13,405	$13,405	$0
	2021	$0	$33,965	$33,965	$33,965	$0
	2022	$0	$11,650	$11,650	$11,650	$0
	2023	$0	$3,790	$3,790	$3,790	$0
State/Local	*2020*	$0	$63,248	$63,248	$63,248	$0
	2021	$0	$84,310	$84,310	$84,310	$0
	2022	$0	$49,313	$49,313	$49,313	$0
	2023	$0	$20,763	$20,763	$20,763	$0
Financial Feasibility		**$934**	**$346,254**	**$347,188**	**$343,781**	**$3,407**

Chapter 3: 2020-2023 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 2020-2023 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 2020-2023 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 2-80). 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 3: 2020 Summary

Year of Expenditure Cost in Thousands of Dollars

Funding Type	Priority	Agency	Project Description	Perform Measure	Phase	Federal Funds	State Funds	Local Funds	Total Funds
Section 5307	1	C-TRAN	Preventative Maintenance	T	All	$5,400		$1,350	$6,750
	Section 5307 Program Totals					**$5,400**	**$0**	**$1,350**	**$6,750**
Section 5310	1	C-TRAN	ADA Expansion	NS	All	$360		$90	$450
	Section 5310 Program Totals					**$360**	**$0**	**$90**	**$450**
Section 5337	1	C-TRAN	Bus Replacement	T	All	$125		$31	$156
	Section 5337 Program Totals					**$125**	**$0**	**$31**	**$156**
Section 5339	1	C-TRAN	Bus Replacement	T	All	$650		$163	$813
	Section 5339 Program Totals					**$650**	**$0**	**$163**	**$813**
CMAQ	1	Battle Ground	Small Cities ATMS *Update signals Battle Ground, Camas, Washougal*	C, AQ	CN	$276		$95	$371
	2	Clark County	Signal Timing, Evaluation, Verification, Enh. 2	C, AQ	CN	$240		$83	$323
	3	WSDOT	Centralized Signal System Enhancement	C, AQ	CN	$287		$128	$415
	4	Clark County	NE 134th Corridor Adaptive Traffic Signals	C, AQ	PE	$95		$26	$121
	5	C-TRAN	Bus Replacement, (6-7) Electric Buses	AQ, T	All	$1,925		$1,699	$3,624
	CMAQ Program Totals					**$2,823**	**$0**	**$2,032**	**$4,855**
STBG-Region Urban	1	Vancouver	SE 1st Street, 162nd Av. to 192nd Av. *Widen to 3 lanes from 164th Av. to 177th Av.*	S, P, C, F, NS	CN	$2,495	$3,000	$5,142	$10,638
	2	Clark County	Highway 99 Corridor Improvements *Improve Hwy 99/NE 99th St. Intersection*	S, C, F	CN	$1,000		$304	$1,304
	3	Clark County	NE 99th Street, NE 94th Av. to 117th Av. *New 3 lane road with sidewalk and bike lanes*	S, P, C, NS	RW	$500		$1,520	$2,020
	4	RTC	2020 Regional Household Travel Survey		PL	$500		$79	$579
	4	RTC	VAST/TSMO Coordination and Management		PL	$325		$51	$376
	5	RTC	Regional ITS Architecture Study		PL	$100		$16	$116
	STP (Regional) Program Totals					**$4,920**	**$3,000**	**$7,111**	**$15,031**
HIP	1	Vancouver	SE 1st Street, 162nd Av. to 192nd Av. *Widen to 3 lanes from 164th Av. to 177th Av.*	S, P, C, F, NS	CN	$362			$362
	1	Clark County	NE 10th Avenue *Widen to 3 lanes from 149th St. to 154th St.*	S, P, F, NS	CN	$1,000		$9,557	$10,557
	Highway Infrastructure Program Totals					**$1,362**	**$0**	**$9,557**	**$10,919**

Table 3 Continued: 2020 Summary

Year of Expenditure Cost in Thousands of Dollars

Funding Type	Priority	Agency	Project Description	Perform Measure	Phase	Federal Funds	State Funds	Local Funds	Total Funds
TA	1	Port of Vancouver	Columbia River Renaissance Trail Connection *Eliminate gap in Vancouver's Waterfront trail*	S, NS	CN	$485	$500	$3,015	$4,000
	1	Ridgefield	Gee Creek Trail *Trail enhancement from Abrams Park to Heron Dr.*	S, NS	CN	$100		$16	$116
	Transportation Alternatives Totals					**$585**	**$500**	**$3,031**	**$4,116**
STP-Bridge	1	Camas	NE 3rd Avenue Bridge Seismic Retrofit	B	CN	$2,289		$0	$2,289
	1	Clark County	Lehto Bridge #294 *Scour countermeasures*	B	CN	$217		$166	$383
	1	Clark County	*Salmon Creek Bridge #331* *Install scour countermeasures and repair*	B	CN	$415		$65	$480
	1	Clark County	*Smith Bridge #211* *Scour Countermeasures*	B	CN	$399		$0	$399
	STP-Bridge Totals					**$3,320**	**$0**	**$231**	**$3,551**
HSIP	1	Battle Ground	Captain Strong & Chief Umtuch School Zone Upgrade *Install traffic control and traffic calming devices*	S	PE RW CM	$25 $3 $85		$3 $1 $0	$28 $3 $85
	1	Battle Ground	Country Terrace Subdivision Safety Upgrades *Install traffic control and traffic calming devices*	S	PE RW CN	$5 $3 $129		$3 $1 $0	$8 $3 $129
	1	Vancouver	Fourth Plain Blvd Road Diet - F St. to Ft. Vancouver *Convert to 3 lanes with bicycle lanes*	S, NS	PE	$74		$8	$83
	1	WSDOT	SR-500/4th Plain Blvd.-Intersection Safety Imp.	S	PE	$185		$8	$192
	1	WSDOT	SR-500/Robinson Rd and NE 3rd St-Intersection Imp.	S	PE	$894		$37	$931
	Highway Safety Improvement Program Totals					**$1,401**	**$0**	**$61**	**$1,462**
STP-State	1	WSDOT	I-5/Woodland Vic At Horseshoe Lake-Upgrade pump		CN	$2,155		$44	$2,199
	STP-State Program Totals					**$2,155**	**$0**	**$44**	**$2,199**

Table 3 Continued: 2020 Summary

Year of Expenditure Cost in Thousands of Dollars

Funding Type	Priority	Agency	Project Description	Perform Measure	Phase	Federal Funds	State Funds	Local Funds	Total Funds
NHPP	1	WSDOT	Asphalt/Chip Seal Preservation SW MPO-Clark Co.	P	CN	$2,406		$48	$2,454
	1	WSDOT	I-205/SR-14 Interchange-Illumination Upgrade	S	CN	$1,604		$33	$1,637
	1	WSDOT	I-5/E Fork Lewis River Bridge NB - Replace	B	RW	$82		$2	$84
	1	WSDOT	I-5/Interstate Bridge-Electrical Control System	B	CN	$430		$9	$439
	1	WSDOT	SR-500/NE 42nd and 54th Ave-Intersection Imp.	S	PE	$432		$18	$450
	1	WSDOT	SR-501/I-5 to SW 26th St. Ext. Vic. - ADA	NS	CN	$1,123		$29	$1,152
	National Highway Performance Program Totals					**$6,077**	**$0**	**$138**	**$6,215**
SRTS	1	Washougal	Jemtegaard Trail Improvements	NS	CN	$451		$159	$610
	Safe Routes to School (SRTS) Totals					**$451**	**$0**	**$159**	**$610**
State/Local	1	Battle Ground	NW 15th Av/W Main St. Intersection Imp. *Widen to 4 lanes w/dual left turn lanes*	S, C, F	PE		$85		$85
	1	Battle Ground	NW 5th Street *New urban collector SR-503 to N. Parkway Av.*	S, C	PE		$200		$200
	1	Battle Ground	SE Grace Avenue Phase 2 Improvements *Realign and widen to three lane facility*	S, P, C, F, NS	PE			$328	$328
	1	Battle Ground	SR-502/SR-503 Right Turn Lanes	S, C, F	RW		$185		$185
	1	Battle Ground	SR-503 Shared Use Pathway *Construct path between Main St. and Onsdorff Blvd.*	S, NS	RW CN		$10 $797	$2 $11	$12 $808
	1	Battle Ground	West Main Left Turn Pocket Re-Alignment	S, C	RW		$10		$10
	1	C-TRAN	Mill Plain Bus Rapid Transit	NS	RW			$1,100	$1,100
	1	Clark County	NE 15th Avenue *Extend road from NE 179th St. to NE 10th Av.*	S, C, F NS	PE			$1,478	$1,478
	1	Clark County	NE 68th Street Sidewalk	S, NS	RW			$460	$460
	1	Clark County	NE Hazel Dell Avenue Sidewalk Improvements	S, NS	RW			$50	$50
	1	Vancouver	Jefferson-Kauffman Realignment Project	S, NS	RW			$1,850	$1,850
	1	Vancouver	NW Neighborhood Connectivity Improvements *Construct sidewalk/path and shared bicycle facility*	S, NS	RW			$36	$36
	1	WSDOT	I-5 Columbia River Interstate Bridge-Replacement	B, F	PE			$19,000	$19,000
	1	WSDOT	SR-14/I-205 to SE 164th Avenue-Auxiliary Lanes *Construct auxiliary lanes both directions*	P, C, F	RW CN		$1,000 $3,000		$1,000 $3,000
	1	WSDOT	SR-501/I-5 to Port of Vancouver-Profile Imp.	P	CN		$6,150		$6,150
	State/Local Totals					**$0**	**$11,437**	**$24,315**	**$35,752**

Performance Measures - Safety(S), Pavement (P), Bridge (B), Congestion (C), Freight (F), Air Quality (AQ), Transit Asset (T), and Non-SOV (NS)

Table 4: 2021 Summary

Year of Expenditure Cost in Thousands of Dollars

Funding Type	Priority	Agency	Project Description	Perform Measure	Phase	Federal Funds	State Funds	Local Funds	Total Funds
Section 5307	1	C-TRAN	Preventative Maintenance	T	All	$5,400		$1,350	$6,750
	Section 5307 Program Totals					**$5,400**	**$0**	**$1,350**	**$6,750**
Section 5310	1	C-TRAN	ADA Expansion	NS	All	$360		$90	$450
	Section 5310 Program Totals					**$360**	**$0**	**$90**	**$450**
Section 5337	1	C-TRAN	Bus Replacement	T	All	$125		$31	$156
	Section 5337 Program Totals					**$125**	**$0**	**$31**	**$156**
Section 5339	1	C-TRAN	Bus Replacement	T	All	$650		$163	$813
	Section 5339 Program Totals					**$650**	**$0**	**$163**	**$813**
CMAQ	1	Clark County	NE 68th Street Sidewalk	S, NS	CN	$600		$48	$648
	2	Clark County	NE 134th Corridor Adaptive Traffic Signals	C, AQ	CN	$523		$144	$667
	3	WSDOT	I-205/NB Mill Plain On Ramp - Ramp Meter	C, AQ	CN	$298		$102	$400
	4	Clark County	System Wide Signal Enhancement	C, AQ	PE	$471		$129	$600
	5	C-TRAN	Bus Replacement - 4 Electric Buses	T, AQ	All	$1,100		$775	$1,875
	6	WSDOT	I-205 SB Padden to Mill Plain - Ramp Meter	C, AQ	All	$373		$128	$500
	CMAQ Program Totals					**$3,365**	**$0**	**$1,326**	**$4,690**
STBG-Region STP-Urban	1	Battle Ground	SW Eaton Boulevard, SR-503 to SW 20th Av. *Improve to 3 lane arterial w/sidewalk & bike lanes*	S, P, C, NS	RW	$825		$129	$954
	2	Clark County	NE 99th Street, NE 94th Av. to 117th Av. Construct new 3-lane arterial	S, P, C, NS	CN	$3,850		$16,493	$20,343
	3	Battle Ground	SR-502/SR-503 Right Turn Lanes	S, C, F	CN	$500		$1,426	$1,926
	4	RTC	High Capacity Transit System Study Update		PL	$150		$23	$173
	4	RTC	VAST/TSMO Coordination and Mgt.		PL	$350		$55	$405
	4	RTC	UPWP & CMP Support		PL	$390		$61	$451
STP-Rural	1	RTC	UPWP & CMP Support		PL	$60		$9	$69
	STP (Regional) Program Totals					**$6,125**	**$0**	**$18,196**	**$24,321**
TA	1	Clark County	NE 68th Street Sidewalk	S, NS	CN	$700		$1,540	$2,240
	Transportation Alternatives Program Totals					**$700**	**$0**	**$1,540**	**$2,240**
STP-Bridge	**STP-Bridge Totals**					**$0**	**$0**	**$0**	**$0**

Table 4 Continued: 2021 Summary

Year of Expenditure Cost in Thousands of Dollars

Funding Type	Priority	Agency	Project Description	Perform Measure	Phase	Federal Funds	State Funds	Local Funds	Total Funds
HSIP	1	Vancouver	Fourth Plain Blvd Road Diet - F St. to Ft. Vancouver *Convert to 3 lanes with bicycle lanes*	S, NS	CN	$715		$0	$715
	1	WSDOT	SR-500/Robinson Rd and NE 3rd St-Intersection Imp.	S	RW	$851		$17	$868
	HSIP Totals					**$1,566**	**$0**	**$17**	**$1,583**
STP-State	1	WSDOT	SR-500/5th Plain Creek Bridge-Scour	B	PE	$126		$5	$132
	1	WSDOT	SWR Regionwide Basic Safety-Guardrail 2019-2021	S	CN	$196		$4	$200
	STP-State Program Totals					**$322**	**$0**	**$9**	**$332**
NHPP	1	WSDOT	I-205/Mill Plain Interchange-Luminaire Replacement	S	PE	$151		$6	$157
	1	WSDOT	I-205/SR-500 Interchange-Luminaire Replacement	S	PE	$246		$10	$257
	1	WSDOT	I-5/E Fork Lewis River Bridge NB-Replace	B	CN	$31,604	$31,604	$0	$63,208
	1	WSDOT	I-5/N Fork Lewis River Bridge SB-Truss Repair	B	PE	$66		$3	$68
	1	WSDOT	SR-500/NE 42nd and 54th Ave-Intersection Imp.	S	RW	$10		$0	$10
	NHPP Program Totals					**$32,076**	**$31,604**	**$19**	**$63,700**
State/Local	1	Battle Ground	NW 12th Av./NW 1st St. Right Turn Lane *Add SB right turn lane*	C	CN		$420		$420
	1	Battle Ground	NW 15th Av/W Main St. Intersection Imp. *Widen to 4 lanes w/dual left turn lanes*	S, C, F	RW CN		$200 $565		$200 $565
	1	Battle Ground	NW 5th Street *New urban collector SR-503 to N. Parkway Av.*	S, C	RW *CN*		$300 $880	 $620	$300 $1,500
	1	Battle Ground	SW 1st Way Improvements *New road from SW 15th to 12th Av.*	C, NS	RW *CN*		$500 $580		$500 $580
	1	WSDOT	I-5 Columbia River Interstate Bridge-Replacement	B, F	PE			$14,000	$14,000
	1	WSDOT	SR-14/I-205 to SE 164th Avenue-Auxiliary Lanes	P, C, F	CN		$11,900		$11,900
	State/Local Program Totals					**$0**	**$15,345**	**$14,620**	**$29,965**

Performance Measures - Safety(S), Pavement (P), Bridge (B), Congestion (C), Freight (F), Air Quality (AQ), Transit Asset (T), and Non-SOV (NS)

Table 5: 2022 Summary

Year of Expenditure Cost in Thousands of Dollars

Funding Type	Priority	Agency	Project Description	Perform Measure	Phase	Federal Funds	State Funds	Local Funds	Total Funds
Section 5307	1	C-TRAN	Preventative Maintenance	T	All	$5,400		$1,350	$6,750
	Section 5307 Program Totals					**$5,400**	**$0**	**$1,350**	**$6,750**
Section 5310	1	C-TRAN	ADA Expansion	NS	All	$360		$90	$450
	Section 5310 Program Totals					**$360**	**$0**	**$90**	**$450**
Section 5337	1	C-TRAN	Bus Replacement	T	All	$125		$31	$156
	Section 5337 Program Totals					**$125**	**$0**	**$31**	**$156**
Section 5339	1	C-TRAN	Bus Replacement	T	All	$650		$163	$813
	Section 5339 Program Totals					**$650**	**$0**	**$163**	**$813**
CMAQ	1	C-TRAN	Mill Plain Bus Rapid Transit *Construct transit improvements to provide BRT*	NS	CN	$3,000		$17,762	$20,762
	1	WSDOT	Southwest Washington Regional Signal System *Link signal systems within Clark County*	C, AQ	PE	$100		$34	$134
	1	Clark County	Salmon Creek/Hazel Dell Adaptive Signal	C, AQ	PE	$220		$74	$294
	CMAQ Program Totals					**$3,320**	**$0**	**$17,870**	**$21,190**
STP-Regional STP-Urban	1	Vancouver	NE 137th Av. Corridor Completion *Improve to 3 lane with roundabouts*	S, P, C, F, NS	CN	$1,950		$12,550	$14,500
	2	Battle Ground	SE Grace Avenue Phase 2 Improvements *Realign w/NE Grace, Construct 3 lane arterial*	S, P, C, F, NS	RW	$400		$1,905	$2,305
	3	Battle Ground	SR-502/SR-503 Right Turn Lanes	S, C, F	CN	$1,500		$0	$1,500
	4	Vancouver	NE 18th Street - NE 97th Av. to NE 107th Av. *New arterial with roundabouts*	S, P, C, NS	RW	$638		$1,863	$2,500
	5	Clark County	NE 15th Avenue *Extend road from NE 179th St. to NE 10th Av.*	S, C, F NS	PE RW	$500		$0 $252	$500 $252
	6	Camas	NW 38th Avenue Improvements Phase 3 *Improve to 3 lane road with sidewalk and bike lanes*	S, NS	PE	$336		$130	$466
	4	RTC	VAST/TSMO Coordination and Mgt.		PL	$350		$55	$405
	4	RTC	UPWP & CMP Support		PL	$415		$65	$480
STP-Rural	1	RTC	UPWP & CMP Support		PL	$60		$9	$69
	STP (Regional) Program Totals					**$6,148**	**$0**	**$16,829**	**$22,977**

Table 5 Continued: 2022 Summary

Year of Expenditure Cost in Thousands of Dollars

Funding Type	Priority	Agency	Project Description	Perform Measure	Phase	Federal Funds	State Funds	Local Funds	Total Funds
TA	1	Clark County	NE 68th Street Sidewalk	S, NS	CN	$400		$0	$400
	Transportation Alternatives Program Totals					**$400**	**$0**	**$0**	**$400**
STP-Bridge	**STP-State Program Totals**					**$0**	**$0**	**$0**	**$0**
HSIP	1	WSDOT	SR-500/Robinson Rd and NE 3rd St-Intersection Imp.	S	CN	$4,326		$88	$868
	1	WSDOT	SWR Breakaway Cable Replacement- Non-Interstate	S	PE	$32		$1	$33
	HSIP Program Totals					**$4,358**	**$0**	**$90**	**$4,447**
STP-State	**STP-State Program Totals**					**$0**	**$0**	**$0**	**$0**
NHPP	1	WSDOT	21-23 SWR Regionwide Basic Safety-Guardrail	S	PE	$13		$1	$14
	1	WSDOT	21-23 SWR Regionwide Basic Safety-Signing	S	PE	$30		$1	$31
	1	WSDOT	Clark County I-5 Ramp Paving-ADA	S, NS	PE	$245		$8	$253
	1	WSDOT	I-5/N Fork Lewis River Bridge SB-Truss Repair	B	CN	$307		$6	$313
	1	WSDOT	I-5/SB 0.1 Mile S of NE 63rd St.-Drainage Imp.	S	PE	$117		$5	$122
	1	WSDOT	SR-500/4th Plain Blvd.-Intersection Safety Imp.	S	CN	$1,150		$23	$1,174
	1	WSDOT	SR-500/NE 42nd and 54th Ave-Intersection Imp.	S	CN	$5,429		$111	$5,540
	NHPP Program Totals					**$7,292**	**$0**	**$155**	**$7,448**
State/Local	1	Vancouver	Jefferson-Kauffman Realignment Project	S, NS	CN			$6,635	$6,635
	1	WSDOT	SR-14/I-205 to SE 164th Avenue-Auxiliary Lanes	P, C, F	CN		$6,100		$6,100
	State/Local Program Totals					**$0**	**$6,100**	**$6,635**	**$12,735**

Performance Measures - Safety(S), Pavement (P), Bridge (B), Congestion (C), Freight (F), Air Quality (AQ), Transit Asset (T), and Non-SOV (NS)

Table 6: 2023 Summary

Year of Expenditure Cost in Thousands of Dollars

Funding Type	Priority	Agency	Project Description	Perform Measure	Phase	Federal Funds	State Funds	Local Funds	Total Funds
Section 5307	1	C-TRAN	Preventative Maintenance	T	All	$5,400		$1,350	$6,750
	Section 5307 Program Totals					**$5,400**	**$0**	**$1,350**	**$6,750**
Section 5310	1	C-TRAN	ADA Expansion	NS	All	$360		$90	$450
	Section 5310 Program Totals					**$360**	**$0**	**$90**	**$450**
Section 5337	1	C-TRAN	Bus Replacement	T	All	$125		$31	$156
	Section 5337 Program Totals					**$125**	**$0**	**$31**	**$156**
Section 5339	1	C-TRAN	Bus Replacement	T	All	$650		$163	$813
	Section 5339 Program Totals					**$650**	**$0**	**$163**	**$813**
CMAQ	1	WSDOT	I-205 SB Padden to Mill Plain - Ramp Meter	C, AQ	CN	$2,128		$1,373	$3,500
	2	WSDOT	Southwest Washington Regional Signal System *Link signal systems within Clark County*	C, AQ	CN	$600		$205	$805
	3	Clark County	Salmon Creek/Hazel Dell Adaptive Signal	C, AQ	CN	$280		$228	$508
	CMAQ Program Totals					**$3,008**	**$0**	**$1,806**	**$4,813**
STBG-Region Urban	1	Camas	NW 38th Avenue Improvements Phase 3 *Improve to 3 lane road with sidewalk and bike lanes*	S, NS	RW	$478		$335	$813
	2	Clark County	Salmon Creek/Hazel Dell Adaptive Signal	C, AQ	CN	$500		$0	$500
	3	Clark County	I-5/NE 179th Street *I-5 Bridge, Culvert, 179th St. and Delfel Rd.*	*S, P, B, C* F, NS	PE RW	$750		$2,250 $3,800	$3,000 $3,800
	4	Vancouver	Jefferson-Kauffman Realignment Project	S, NS	CN	$1,840		$0	$1,840
	5	RTC	VAST/TSMO Coordination and Mgt.		PL	$375		$59	$434
	5	RTC	UPWP & CMP Support		PL	$440		$69	$509
Rural	1	RTC	UPWP & CMP Support		PL	$60		$9	$69
	STP (Regional) Program Totals					**$4,443**	**$0**	**$6,522**	**$10,965**
TA	**Transportation Alternatives Program Totals**					**$0**	**$0**	**$0**	**$0**
STP-Bridge	**STP-Bridge Totals**					**$0**	**$0**	**$0**	**$0**
HSIP	1	WSDOT	SWR Breakaway Cable Replacement- Non-Interstate	S	CN	$130		$3	$33
	HSIP Totals					**$130**	**$0**	**$3**	**$132**
STP-State	1	WSDOT	SR-500/5th Plain Creek Bridge-Scour	B	CN	$638		$13	$651
	STP-State Program Totals					**$638**	**$0**	**$13**	**$651**

Table 6 Continued: 2023 Summary

Year of Expenditure Cost in Thousands of Dollars

Funding Type	Priority	Agency	Project Description	Perform Measure	Phase	Federal Funds	State Funds	Local Funds	Total Funds
NHPP	1	WSDOT	21-23 SWR Regionwide Basic Safety-Guardrail	S	CN	$144		$3	$147
	1	WSDOT	21-23 SWR Regionwide Basic Safety-Signing	S	CN	$345		$7	$353
	1	WSDOT	Concrete Roadway Preservation SW MPO- Clark Co.	P	PE	$252		$10	$262
	1	WSDOT	I-205 and SR-14 Ramp Paving - ADA	S, NS	PE	$140		$6	$146
	1	WSDOT	I-205/Fourth Plain Blvd Bridge - Expansion Joints	B	PE	$106		$4	$110
	1	WSDOT	I-205/Mill Plain Interchange-Luminaire Replacement	S	CN	$987		$20	$1,008
	1	WSDOT	I-5 E. Fourth Plain Undercrossing- Expansion Joints	B	PE	$109		$5	$114
	1	WSDOT	I-5/NB Lewis River Bridge-Deck Repair/Overlay	P	PE	$565		$24	$589
	1	WSDOT	I-5/SB 0.1 Mile S of NE 63rd St.-Drainage Imp.	S	CN	$374		$8	$381
	NHPP Program Totals					**$3,022**	**$0**	**$86**	**$3,108**
State/Local	1	WSDOT	I-5/179th Street Interchange - Interchange Imp. *Construct Interchange and Roadway Improvements*	S, P, B, C F, NS	PE		$5,000		$5,000
	1	WSDOT	I-5/Mill Plain Blvd - Reconstruct Interchange	S, P, C, F	PE		$5,700		$5,700
	State/Local Totals					**$0**	**$10,700**	**$0**	**$10,700**

Performance Measures - Safety(S), Pavement (P), Bridge (B), Congestion (C), Freight (F), Air Quality (AQ), Transit Asset (T), and Non-SOV (NS)

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

totals for years 2020 thru 2023

Report Date - September 12, 2019

Selection Criteria (from SEARCH panel - if any)

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

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: Battle Ground

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			BG19-01	38	0.000	CE	Yes	Varies	Varies	116,200	

Captain Strong & Chief Umtuch School Zone Upgrades

Conduct a pedestrian, vehicle and school bus analysis of the Captain Strong & Chief Umtuch schools. Install traffic control and traffic calming devices based on analysis results.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2020		HSIP	25,000		0	3,300	28,300
RW	2020		HSIP	2,500		0	600	3,100
CN	2020		HSIP	84,800		0	0	84,800
			Project Totals	**112,300**		**0**	**3,900**	**116,200**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	25,000	0	0	0	0
RW	2,500	0	0	0	0
CN	84,800	0	0	0	0
Totals	**112,300**	**0**	**0**	**0**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: Battle Ground

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			BG19-02	38	0.000	CE	Yes	Various	Various	139,500	

Country Terrace Subdivision Safety Upgrades

Determine and install traffic control and traffic calming devices for the following streets within the County Terrace subdivision: NW 3rd St, NW 4th St, NW 16th Ave, NW 18th Ave and NW 19th Ave.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2020		HSIP	5,000		0	2,800	7,800
RW	2020		HSIP	2,500		0	600	3,100
CN	2020		HSIP	128,600		0	0	128,600
			Project Totals	**136,100**		**0**	**3,400**	**139,500**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	5,000	0	0	0	0
RW	2,500	0	0	0	0
CN	128,600	0	0	0	0
Totals	**136,100**	**0**	**0**	**0**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: Battle Ground

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
19	CNWA (016)		BG11-08e	03	0.050	CE	Yes	NW 2nd Street	NW 1st Street	500,000	

NW 12th Avenue/NW 1st Street Right Turn Lane

Add a southbound right turn lane at the intersection of NW 12th Avenue and NW 1st Street.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2021		0	CWA	420,000	0	420,000
		Project Totals	**0**		**420,000**	**0**	**420,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	300,000	120,000	0	0
Totals	**0**	**300,000**	**120,000**	**0**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: Battle Ground

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
19	CNWA (018)		BG11-08f	03	0.130	CE	Yes	NW 2nd Street	W Main Street	850,000	

NW 15th Avenue/W Main Street Intersection Improvements

Widen road to four lanes with dual left turn lanes, storm drainage, sidewalks, street lighting, and landscaping.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2021			0	CWA	200,000	0	200,000
CN	2021			0	CWA	565,000	0	565,000
			Project Totals	**0**		**765,000**	**0**	**765,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	0	200,000	0	0	0
CN	0	400,000	165,000	0	0
Totals	**0**	**600,000**	**165,000**	**0**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: Battle Ground

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			BG11-08d	01	0.500	CE	Yes	SR 503	N Parkway Avenue	2,000,000	

NW 5th Street

Construct new urban neighborhood collector, storm drainage, sidewalks, landscaping, signing, and bike lanes.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2020		0	CWA	200,000	0	200,000
RW	2021		0	CWA	300,000	0	300,000
CN	2021		0	CWA	880,000	620,000	1,500,000
		Project Totals	**0**		**1,380,000**	**620,000**	**2,000,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	150,000	50,000	0	0	0
RW	0	300,000	0	0	0
CN	0	1,000,000	500,000	0	0
Totals	**150,000**	**1,350,000**	**500,000**	**0**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: Battle Ground

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
16			BG11-07	03	0.400	CE	Yes	E Main Street	SE Rasmussen Boulevard	6,318,267	

SE Grace Avenue Phase 2 Improvements

Realign and widen to three lane facility, add sidewalks, storm drainage, striping, lighting, landscaping, and bike facilities. Make some sewer and water improvements. Add traffic signal at realigned Main and Grace intersection.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2020		0		0	327,888	327,888
RW	2022	STP(UL)	400,000		0	1,905,075	2,305,075
		Project Totals	**400,000**		**0**	**2,232,963**	**2,632,963**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	327,888	0	0	0	0
RW	0	0	2,305,075	0	0
Totals	**327,888**	**0**	**2,305,075**	**0**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: Battle Ground

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
16			BG11-21	21	0.000	CE	No	City-wide	City-wide	401,400	

Small Cities ATMS

Expansion of the Clark County's ATMS.now license, update traffic controllers, installation of wireless radios to connect to existing fiber systems, and installation of cameras within the Cities of Battle Ground, Camas, and Washougal.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2020	CMAQ	276,000		0	95,400	371,400
		Project Totals	**276,000**		**0**	**95,400**	**371,400**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	371,400	0	0	0	0
Totals	**371,400**	**0**	**0**	**0**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: Battle Ground

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
12	CNWA (010)		BG11-08	03	0.000	CE	Yes	SR 503	SR 503	4,095,394	

SR 502/SR 503 Right Turn Lanes

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2020			0	CWA	185,000	0	185,000
CN	2021		STP(UL)	500,000	CWA	1,425,850	0	1,925,850
CN	2022		STP(UL)	1,500,000		0	0	1,500,000
			Project Totals	**2,000,000**		**1,610,850**	**0**	**3,610,850**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	185,000	0	0	0	0
CN	0	1,925,850	1,500,000	0	0
Totals	**185,000**	**1,925,850**	**1,500,000**	**0**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: Battle Ground

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00	PB17(002)		BG15-02	28	0.750	CE	Yes	W Main Street	NW Onsdorff Blvd	936,007	

SR 503 Shared Use Pathway

Construct shared use asphalt path along SR 503 between W Main Street (SR 502) and NW Onsdorff Boulevard

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2020		0	Ped/Bike Program	10,000	1,800	11,800
CN	2020		0	Ped/Bike Program	796,707	11,000	807,707
		Project Totals	**0**		**806,707**	**12,800**	**819,507**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	11,800	0	0	0	0
CN	807,707	0	0	0	0
Totals	**819,507**	**0**	**0**	**0**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: Battle Ground

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00	CNWA (011)		BG11-08b	01	0.120	CE	Yes	SW 15th Avenue	SW 12th Avenue	1,200,000	

SW 1st Way Improvements

New two lane road, storm drainage, sidewalk, landscaping, and street lighting.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2021			0	CWA	500,000	0	500,000
CN	2021			0	CWA	580,000	0	580,000
			Project Totals	**0**		**1,080,000**	**0**	**1,080,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	0	500,000	0	0	0
CN	0	580,000	0	0	0
Totals	**0**	**1,080,000**	**0**	**0**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: Battle Ground

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
16	4460(001)		BG18-01	03	0.660	CE	Yes	east of SR 503	west of SW 20th Avenue	5,953,757	

SW Eaton Boulevard Improvements

SW Eaton Boulevard will be reconstructed to a 3 lane section including bike lanes and sidewalks between SW 20th Avenue and SR 503. Add signal at SW 20th Avenue, and reconstruct the signal at SR-503.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2021	STP(UL)	825,000		0	128,757	953,757
		Project Totals	**825,000**		**0**	**128,757**	**953,757**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	0	953,757	0	0	0
Totals	**0**	**953,757**	**0**	**0**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: Battle Ground

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14	CNWA (012)		BG11-08c	03	0.250	CE	No	SR 503	W 8th Avenue	50,000	

West Main Left Turn Pocket Re-Alignment

Realign left turn pockets for westbound to southbound at 503 and eastbound to northbound at NW 8th (Safeway); removes westbound left turn pocket west of 8th Ave.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2020		0	CWA	35,000	0	35,000
		Project Totals	**0**		**35,000**	**0**	**35,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	35,000	0	0	0	0
Totals	**35,000**	**0**	**0**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Battle Ground	**3,749,400**	**6,097,557**	**3,097,220**	**12,944,177**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: C-TRAN

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-02801	23	0.000	CE	No	District Wide	District Wide	1,800,000	

ADA Expansion

Provide for additional ADA services through technology hardware and software to support travel training, transportation services, vehicles, and mobility management.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
ALL	2020	5310	360,000		0	90,000	450,000
ALL	2021	5310	360,000		0	90,000	450,000
ALL	2022	5310	360,000		0	90,000	450,000
ALL	2023	5310	360,000		0	90,000	450,000
		Project Totals	**1,440,000**		**0**	**360,000**	**1,800,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	450,000	450,000	450,000	450,000	0
Totals	**450,000**	**450,000**	**450,000**	**450,000**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: C-TRAN

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-06224	23	0.000	CE	No	District Wide	District Wide	9,374,250	

Bus Replacement

Purchase transit buses. Some of these vehicles will be hybrid and/or all electric. Actual number, size, and type of vehicle to be determined later.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
ALL	2020		5339	650,000		0	162,500	812,500
ALL	2020		5337	125,000		0	31,250	156,250
ALL	2020		CMAQ	1,925,000		0	1,699,250	3,624,250
ALL	2021		5339	650,000		0	162,500	812,500
ALL	2021		5337	125,000		0	31,250	156,250
ALL	2021		CMAQ	1,100,000		0	775,000	1,875,000
ALL	2022		5339	650,000		0	162,500	812,500
ALL	2022		5337	125,000		0	31,250	156,250
ALL	2023		5339	650,000		0	162,500	812,500
ALL	2023		5337	125,000		0	31,250	156,250
			Project Totals	**6,125,000**		**0**	**3,249,250**	**9,374,250**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	4,593,000	2,843,750	968,750	968,750	0
Totals	**4,593,000**	**2,843,750**	**968,750**	**968,750**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: C-TRAN

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14			CTRAN001	23	10.000	DCE	Yes	Downtown Vancouver	East Vancouver	25,637,000	

Mill Plain Bus Rapid Transit

This project constructs transit improvements needed to provide Bus Rapid Transit (BRT) service along Mill Plain Blvd. Improvements primarily include, but are not limited to, the construction of BRT bus stations.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2020		0		0	1,100,000	1,100,000
CN	2022	CMAQ	3,000,000		0	17,762,000	20,762,000
		Project Totals	**3,000,000**		**0**	**18,862,000**	**21,862,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	1,100,000	0	0	0	0
CN	0	0	20,762,000	0	0
Totals	**1,100,000**	**0**	**20,762,000**	**0**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: C-TRAN

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-02798	23	0.000	CE	No	District Wide	District Wide	27,000,000	

Preventative Maintenance

For maintenance of transit assets.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
ALL	2020		5307	5,400,000		0	1,350,000	6,750,000
ALL	2021		5307	5,400,000		0	1,350,000	6,750,000
ALL	2022		5307	5,400,000		0	1,350,000	6,750,000
ALL	2023		5307	5,400,000		0	1,350,000	6,750,000
			Project Totals	**21,600,000**		**0**	**5,400,000**	**27,000,000**

Expenditure Schedule

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

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for C-TRAN	**32,165,000**	**0**	**27,871,250**	**60,036,250**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: Camas

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14	7040(006)		01-2018	14	0.040	CE	Yes	0.00	0.04	2,975,210	

NE 3rd Avenue Bridge Seismic Retrofit (Washougal River Br)

Seismic Retrofit - 2-span, 4-lane bridge over Washougal River

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2020	STP(BR)	2,289,285		0	0	2,289,285
		Project Totals	**2,289,285**		**0**	**0**	**2,289,285**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	2,289,285	0	0	0	0
Totals	**2,289,285**	**0**	**0**	**0**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: Camas

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
16			01-2019	04	0.450	CE	Yes	NW Parker Street	Grass Valley Park	4,900,000	

NW 38th Avenue Improvements Ph 3

Improve to Urban Standard with three lanes, sidewalks, bike lane, illumination, storm system, and utilities.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2022	STP(UL)	335,700		0	130,300	466,000
RW	2023	STP(UL)	477,900		0	335,100	813,000
		Project Totals	**813,600**		**0**	**465,400**	**1,279,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	233,000	233,000	0
RW	0	0	0	213,000	800,000
Totals	**0**	**0**	**233,000**	**446,000**	**800,000**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Camas	**3,102,885**	**0**	**465,400**	**3,568,285**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14	0099(129)		WA-02792	04	0.250	CE	Yes	Highway 99	NE 99th Street	3,466,000	

Highway 99 Corridor Improvements

As a result of the corridor study, proceed with the construction of the priority project at the intersection of Highway 99 and NE 99th Street. Widen southbound and westbound lanes, close driveways, install sidewalk and median to improve congestion and safety.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2020	STP(UL)	1,000,000		0	304,000	1,304,000
		Project Totals	**1,000,000**		**0**	**304,000**	**1,304,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,000,000	304,000	0	0	0
Totals	**1,000,000**	**304,000**	**0**	**0**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
17			WA-12433	03	0.530	EA	Yes	NE Delfel Road	NE Union Road	27,300,000	

I-5/NE 179th Street

The I-5 bridges will be replaced, NE 179th Street roadway work, NE Delfel Road new alignment, and culvert repair/replacement. Stormwater and utility coordination will be required. Clark County and WSDOT partnership project. The cost represents Clark County's portion of the project. See STIP ID 400523106A for WSDOT's portion of project.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2023	STP(UL)	750,000		0	2,250,000	3,000,000
RW	2023		0		0	3,800,000	3,800,000
		Project Totals	**750,000**		**0**	**6,050,000**	**6,800,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	500,000	500,000	1,000,000	500,000	500,000
RW	0	1,000,000	800,000	2,000,000	0
Totals	**500,000**	**1,500,000**	**1,800,000**	**2,500,000**	**500,000**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
09	2006(071)		WA-10852	47	0.010	DCE	Yes	Milepost 0.25	Milepost 0.25	609,509	

Lehto Bridge #294

Installation of scour countermeasures for a single span, scour critical concrete bridge on a no-outlet road. Mitigation and utility work may be required.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2020	STP(BR)	217,040		0	165,960	383,000
		Project Totals	**217,040**		**0**	**165,960**	**383,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	340,000	43,000	0	0	0
Totals	**340,000**	**43,000**	**0**	**0**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
17			WA-12437	21	0.340	CE	Yes	NE 149th Street	NE 154th Street	13,537,000	

NE 10th Avenue

Construct a 2-lane collector with center turn lane, bike lanes, and sidewalks.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2020	HIP(UL)	1,000,000		0	9,557,000	10,557,000
		Project Totals	**1,000,000**		**0**	**9,557,000**	**10,557,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,540,000	6,650,000	2,367,000	0	0
Totals	**1,540,000**	**6,650,000**	**2,367,000**	**0**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14			WA-10674	44	2.300	CE	No	NE NE 136th St./Tenney Rd.	NE Salmon Creek Ave	788,000	

NE 134th Corridor Adaptive Traffic Signals

Add Adaptive Traffic software to existing traffic signal electronics Add traffic cameras/video systems to collect and process turn counts.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2020	CMAQ	95,000		0	26,000	121,000
CN	2021	CMAQ	523,000		0	144,000	667,000
		Project Totals	**618,000**		**0**	**170,000**	**788,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	121,000	0	0	0	0
CN	0	667,000	0	0	0
Totals	**121,000**	**667,000**	**0**	**0**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
16			WA-12432	01	0.600	CE	Yes	NE 179th Street	NE 10th Avenue	13,130,000	

NE 15th Avenue

NE 15th Avenue will be extended approximately 0.60 mile northwesterly from NE 179th Street. This will be a new minor arterial alignment connecting to the existing NE 10th Avenue at a new intersection. The existing signal at NE 179th Street/NE 15th Avenue will be converted to a roundabout or upgraded. Pedestrian and bicyclist facilities will be constructed. Stormwater and Utility coordination may be required.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2020		0		0	1,478,000	1,478,000
PE	2022	STP(UL)	500,000		0	0	500,000
RW	2022		0		0	252,000	252,000
		Project Totals	**500,000**		**0**	**1,730,000**	**2,230,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	300,000	878,000	500,000	300,000	0
RW	0	0	152,000	100,000	0
Totals	**300,000**	**878,000**	**652,000**	**400,000**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
17	4206(001)		WA-10683	44	1.320	CE	Yes	Highway 99	NE St. Johns Road	4,498,000	

NE 68th Street Sidewalk

Construct sidewalk on one side of street for entire length of the project. Project will include pedestrian crossing(s) and a bicycle lane within a portion of the project. Mitigation and utility work may be required. This project is a partnership between Clark County and the City of Vancouver

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2020		0		0	460,000	460,000
CN	2021	TAP(UL)	700,000		0	1,540,000	2,240,000
CN	2021	CMAQ	600,000		0	48,000	648,000
CN	2022	TAP(UL)	400,000		0	0	400,000
		Project Totals	**1,700,000**		**0**	**2,048,000**	**3,748,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	460,000	0	0	0	0
CN	0	1,750,000	1,538,000	0	0
Totals	**460,000**	**1,750,000**	**1,538,000**	**0**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
16			WA-10684	04	1.100	CE	Yes	NE 94th Avenue	Vicinity of NE 117th Avenue	24,919,000	

NE 99th Street

Reconstruct existing roadway with bike lanes and sidewalk. Construct a new section of roadway segment across the landfill to complete the corridor gap. Intersection improvements may include roundabout(s), signal(s) and/or stop control. Environmental/storm water, and utilities will be installed and/or improved.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2020	STP(UL)	500,000		0	1,520,000	2,020,000
CN	2021	STP(UL)	3,850,000		0	16,493,000	20,343,000
		Project Totals	**4,350,000**		**0**	**18,013,000**	**22,363,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	1,990,000	30,000	0	0	0
CN	0	30,000	17,813,000	2,500,000	0
Totals	**1,990,000**	**60,000**	**17,813,000**	**2,500,000**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
16			WA-12160	28	0.920	CE	Yes	NE 99th Street	NE 117th Street	903,000	19-07

NE Hazel Dell Avenue Sidewalk Improvements

Construct sidewalk infill, ADA ramps, retrofit ADA ramps, repair existing sidewalk defects, restripe bike lanes and add illumination/Rapid Flashing Beacon(s).

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2020			0		0	50,000	50,000
			Project Totals	**0**		**0**	**50,000**	**50,000**

Expenditure Schedule

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

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
17	4453(001)		WA-10863	14	0.010	DCE	Yes	0.39 Mi N of NE 159th Street	0.40 Mi N of 159th Street	807,000	

Salmon Creek Bridge #331

Install scour countermeasures and repair concrete substructure. Mitigation and utility work may be required.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2020	STP(BR)	414,800		0	64,700	479,500
		Project Totals	**414,800**		**0**	**64,700**	**479,500**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	439,500	40,000	0	0	0
Totals	**439,500**	**40,000**	**0**	**0**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14			WA-12466	44		CE	No	Various	Various	1,302,000	

Salmon Creek/Hazel Dell Adaptive Signal Operations

Installation of adaptive signal operations, developing incident bypass adaptive traffic signal plans, Installing DSRC radios, gridsmart camera systems, Bluetooth travel time sensors and modifying freeway off-ramp detection systems in the Salmon Creek/Hazel Dell area.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2022	CMAQ	220,000		0	74,000	294,000
CN	2023	CMAQ	280,000		0	228,000	508,000
CN	2023	STP(UL)	500,000		0	0	500,000
		Project Totals	**1,000,000**		**0**	**302,000**	**1,302,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	294,000	0	0
CN	0	0	0	300,000	708,000
Totals	**0**	**0**	**294,000**	**300,000**	**708,000**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
16	9906(053)		WA-09366	44	11.250	DCE	No	NE 25th Ave	NE Ward Rd	462,000	

Signal Timing, Evaluation, Verification, Enhancement - Phase 2

Add ITS Devices to additional county intersections, develop performance reports and improve connection to regional data warehouse

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2020	CMAQ	240,000		0	83,000	323,000
		Project Totals	**240,000**		**0**	**83,000**	**323,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	323,000	0	0	0	0
Totals	**323,000**	**0**	**0**	**0**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
17	H063(001)		WA-10862	47	0.010	DCE	Yes	0.25 Mi S of NE 199th Street	0.26 Mi S of NE 199th Street	635,529	

Smith Bridge #211

Install countermeasures for a scour critical bridge in Salmon Creek. Mitigation and utility work may be required.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2020	STP(BR)	399,020		0	0	399,020
		Project Totals	**399,020**		**0**	**0**	**399,020**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	359,020	40,000	0	0	0
Totals	**359,020**	**40,000**	**0**	**0**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-10635	04	0.000	CE	No	Various	Various	600,000	

System-Wide Signal Enhancement

This project will integrate existing Clark County and Washington State Department of Transportation (WSDOT) data streams into a dashboard view of live and near real-time transportation system performance measures. It will also provide historical information and report to Portland State University's (PSU) Portland Oregon Transportation Archive Listing (PORTAL).

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2021	CMAQ	471,000		0	129,000	600,000
		Project Totals	**471,000**		**0**	**129,000**	**600,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	290,000	310,000	0	0
Totals	**0**	**290,000**	**310,000**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Clark Co.	**12,659,860**	**0**	**38,666,660**	**51,326,520**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: Port of Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-10687	28	0.230	CE	No	Terminal 1	Terminal 1	4,450,000	

Columbia River Renaissance Trail Connection

Eliminate a gap in Vancouver's waterfront trail, by constructing a pedestrian and bicycle path at the Port's Terminal 1 property. The trail requires ground stabilization. The trail will be ADA accessible and enhanced with security lighting, landscaping, benches, public art, wayfinding and interpretive signage.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2020	TAP(UL)	485,000	WSDOT	500,000	3,015,000	4,000,000
		Project Totals	**485,000**		**500,000**	**3,015,000**	**4,000,000**

Expenditure Schedule

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

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Port of Vancouver	**485,000**	**500,000**	**3,015,000**	**4,000,000**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: Ridgefield

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-10690	28	0.400	CE	No	Abrams Park	Heron Drive	130,607	

Gee Creek Trail-Abrams Park to Heron Drive

This project will support the Gee Creek Trail, with stream bank stabilization, pedestrian crossing of Heron Drive, benches, landscape enhancement, and interpretive signage.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2020	TAP(R)	100,000		0	15,607	115,607
		Project Totals	**100,000**		**0**	**15,607**	**115,607**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	115,607	0	0	0	0
Totals	**115,607**	**0**	**0**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Ridgefield	**100,000**	**0**	**15,607**	**115,607**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: RTC

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-10685	18	0.000	CE	No	County Wide	County Wide	578,500	

2020 Regional Household Travel Behavior Survey

Develop and conduct a regional household travel behavior survey. Data collected from this survey will be used to update regional travel model.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PL	2020	STP(UL)	500,000		0	78,500	578,500
		Project Totals	**500,000**		**0**	**78,500**	**578,500**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PL	578,500	0	0	0	0
Totals	**578,500**	**0**	**0**	**0**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: RTC

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-12450	18	0.000	CE	No	County Wide	County Wide	173,410	

High Capacity Transit System Study Update

Update the Clark County High Capacity Transit System Study.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PL	2021	STP(UL)	150,000		0	23,410	173,410
		Project Totals	**150,000**		**0**	**23,410**	**173,410**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PL	0	150,000	0	0	0
Totals	**0**	**150,000**	**0**	**0**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: RTC

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-12448	18	0.000	CE	No	County Wide	County Wide	115,607	

Regional ITS Architecture Study

Update the Regional ITS Architecture, which identifies information, data flows, and system relationships between Clark County transportation agencies.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PL	2020		STP(UL)	100,000		0	15,607	115,607
			Project Totals	**100,000**		**0**	**15,607**	**115,607**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PL	115,607	0	0	0	0
Totals	**115,607**	**0**	**0**	**0**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: RTC

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-08654	18	0.000	CE	No	County Wide	County Wide	1,647,398	

UPWP & CMP Support

Support work elements of the Unified Planning Work Program (UPWP), including Congestion Management Process (CMP).

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PL	2021		STP(UL)	390,000		0	60,867	450,867
PL	2021		STP(R)	60,000		0	9,364	69,364
PL	2022		STP(UL)	415,000		0	64,769	479,769
PL	2022		STP(R)	60,000		0	9,364	69,364
PL	2023		STP(UL)	440,000		0	68,670	508,670
PL	2023		STP(R)	60,000		0	9,364	69,364
			Project Totals	**1,425,000**		**0**	**222,398**	**1,647,398**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PL	0	520,232	549,133	578,034	0
Totals	**0**	**520,232**	**549,133**	**578,034**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: RTC

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-08655	18	0.000	CE	No	County Wide	County Wide	1,618,497	

VAST/TSMO Coordination and Management

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

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PL	2020	STP(UL)	325,000		0	50,723	375,723
PL	2021	STP(UL)	350,000		0	54,624	404,624
PL	2022	STP(UL)	350,000		0	54,624	404,624
PL	2023	STP(UL)	375,000		0	58,526	433,526
		Project Totals	**1,400,000**		**0**	**218,497**	**1,618,497**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PL	375,723	404,624	404,624	433,526	0
Totals	**375,723**	**404,624**	**404,624**	**433,526**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for RTC	**3,575,000**	**0**	**558,412**	**4,133,412**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14			WA-11902	28	1.000	CE	No	F Street	Fort Vancouver Way	797,500	19-01

Fourth Plain Blvd Road Diet - F Street to Fort Vancouver Way

Convert Fourth Plain Blvd from four lanes to three lanes with bike lanes from F Street to Fort Vancouver Way (excluding I-5 interchange).

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2020	HSIP	74,200		0	8,300	82,500
CN	2021	HSIP	715,000		0	0	715,000
		Project Totals	**789,200**		**0**	**8,300**	**797,500**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	82,500	0	0	0	0
CN	0	715,000	0	0	0
Totals	**82,500**	**715,000**	**0**	**0**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
16			WA-10656	03	0.500	DCE	Yes	W Evergreen Boulevard	W Mill Plain Boulevard	11,300,000	

Jefferson-Kauffman Realignment Project

Reconstruct Jefferson/Kauffman from W. Evergreen Boulevard to W. Mill Plain Boulevard with bike lanes and sidewalks. Including realigning the offset intersection at Jefferson/Kauffman and 13th Street. Project will include the continuation of Waterfront trail.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2020		0		0	1,850,000	1,850,000
CN	2022		0		0	6,635,000	6,635,000
CN	2023	STP(UL)	1,840,000		0	0	1,840,000
		Project Totals	**1,840,000**		**0**	**8,485,000**	**10,325,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	900,000	950,000	0	0	0
CN	0	0	6,635,000	1,840,000	0
Totals	**900,000**	**950,000**	**6,635,000**	**1,840,000**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
16	4421(004)		WA-09381	04	1.000	CE	Yes	NE 49th Street	NE Fourth Plain Boulevard	21,500,000	

NE 137th Ave Corridor Completion

Widen to 3 lanes with roundabouts, bike lanes, and sidewalks.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2022	STP(UL)	1,950,000		0	12,550,000	14,500,000
		Project Totals	**1,950,000**		**0**	**12,550,000**	**14,500,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	0	14,500,000	0	0
Totals	**0**	**0**	**14,500,000**	**0**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14			WA-12440	01	0.520	DCE	Yes	97th Avenue	107th avenue	14,500,000	

NE 18th Street - NE 97th Ave. to NE 107th Ave.

Construct new urban arterial roadway from 97th Avenue to 105th Avenue. Improve existing roadway with bike lanes and sidewalk from 105th Avenue to 107th Avenue.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2022	STP(UL)	637,500		0	1,862,500	2,500,000
		Project Totals	**637,500**		**0**	**1,862,500**	**2,500,000**

Expenditure Schedule

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

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
17	1350(028)		WA-10655	28	0.750	CE	Yes	NW 43rd Street	NW 53rd Street	928,055	

NW Neighborhood Connectivity Improvements

Construct sidewalk/path in the vicinity of Lincoln Avenue and NW 53rd Street. Construct a shared bicycle facility along Grant Avenue, NW 43rd Street, and Lincoln Avenue in the vicinity of Lincoln Elementary School.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2020		0		0	36,210	36,210
		Project Totals	**0**		**0**	**36,210**	**36,210**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	36,210	0	0	0	0
Totals	**36,210**	**0**	**0**	**0**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
16	4266(002)		WA-02750	03	1.400	CE	Yes	164th Ave	192nd Ave	24,000,000	

SE 1st Street 164th Av. to 192nd Av.

Widen to 2-5 lanes with sidewalk and bicycle lanes. Phase 1 is funded from 164th Avenue to 177th Avenue. Phase 1 will be a 2-3 lane section with sidewalks and bicycle lanes.
Phase 2 construction is unfunded from 177th Avenue to 192nd Avenue. Phase 2 will be a 2-5 lane section with sidewalks and bicycle lanes.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2020	STP(UL)	2,495,207	TIB	3,000,000	5,142,400	10,637,607
CN	2020	HIP(UL)	362,393		0	0	362,393
		Project Totals	**2,857,600**		**3,000,000**	**5,142,400**	**11,000,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	11,000,000	0	0	0	0
Totals	**11,000,000**	**0**	**0**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Vancouver	**8,074,300**	**3,000,000**	**28,084,410**	**39,158,710**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County: Clark

Agency: Washougal

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00	7099(001)		WA-06484	28	0.340	CE	No	Jemtegaard School	Sunset View Road	757,905	

Jemtegaard Trail Improvements

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

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2020	SRTS	451,000		0	158,600	609,600
		Project Totals	**451,000**		**0**	**158,600**	**609,600**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	459,600	0	0	0	0
Totals	**459,600**	**0**	**0**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Washougal	**451,000**	**0**	**158,600**	**609,600**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00		400021G	400021G06	21		CE	No	Various	Various	160,305	

21-23 SWR Regionwide Basic Safety - Guardrail

Upgrade guardrail as needed to meet current standards. See records for same project on RTC (RTPO), CWCOG (MPO), and SWW (RTPO).
Exact locations of work have not been determined.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2022		NHPP	13,120		0	548	13,668
CN	2023		NHPP	143,705		0	2,932	146,637
			Project Totals	**156,825**		**0**	**3,480**	**160,305**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	8,650	5,016	0
CN	0	0	0	140,913	5,725
Totals	**0**	**0**	**8,650**	**145,929**	**5,725**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00		400021S	400021S06	21		CE	No	Various	Various	383,750	

21-23 SWR Regionwide Basic Safety - Signing

Replace existing deteriorating signs. See records for RTC (RTPO), CWCG (MPO), and SWW (RTPO). Exact locations of work have not been defined.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2022		NHPP	30,000		0	1,250	31,250
CN	2023		NHPP	345,450		0	7,050	352,500
			Project Totals	**375,450**		**0**	**8,300**	**383,750**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	21,212	10,038	0
CN	0	0	0	220,833	131,667
Totals	**0**	**0**	**21,212**	**230,871**	**131,667**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00		BPSWRTC	BPSWRTC06	05		CE	No	Various	Various	2,453,733	

Asphalt/Chip Seal Preservation SW MPO - Clark County

Resurface the roadway with chip seal or hot mix asphalt to preserve the structural integrity of the roadway and extend the service life of the pavement. The individual projects may be found at http://www.wsdot.wa.gov/projects/search/ under the "Programmatic Projects in STIP" tab.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2020		NHPP	2,405,621		0	48,112	2,453,733
			Project Totals	**2,405,621**		**0**	**48,112**	**2,453,733**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	2,453,733	0	0	0	0
Totals	**2,453,733**	**0**	**0**	**0**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14	9999(835)	400019Q	400019Q06	44	0.000	CE	No	0.00	0.00	450,000	

Centralized Signal System Enhancements

Expand/enhance ATMS capabilities at various intersections within WSDOT's signalized principal arterial corridors

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2020		CMAQ	287,000		0	128,000	415,000
			Project Totals	**287,000**		**0**	**128,000**	**415,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	357,903	57,097	0	0	0
Totals	**357,903**	**57,097**	**0**	**0**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
11		400019D	400019D06	28	12.000	CE	No	0.00	12.00	1,213,398	

Clark County I-5 Ramp Paving - ADA

Upgrade ADA facilities within the limits of the companion paver.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2022	NHPP	245,279		0	8,213	253,492
		Project Totals	**245,279**		**0**	**8,213**	**253,492**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	65,022	168,928	19,543
Totals	**0**	**0**	**65,022**	**168,928**	**19,543**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
11		WPSWRTC	WPSWRTC06	05		CE	No	Various	Various	261,974	

Concrete Roadway Preservation SW MPO - Clark County

Replace existing concrete with a thicker concrete and steel bars at the joints. The individual projects may be found at http://www.wsdot.wa.gov/projects/search/ under the "Programmatic Projects in STIP" tab.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2023	NHPP	251,898		0	10,076	261,974
		Project Totals	**251,898**		**0**	**10,076**	**261,974**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	261,974	0
Totals	**0**	**0**	**0**	**261,974**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00		400020D	400020D06A	28		CE	No	Various	Various	508,300	

I-205 and SR 14 Ramp Paving - ADA

Upgrade ADA facilities.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2023		NHPP	139,776		0	5,824	145,600
			Project Totals	**139,776**		**0**	**5,824**	**145,600**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	136,287	9,313
Totals	**0**	**0**	**0**	**136,287**	**9,313**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
11		420523Q	420523Q06	21	5.300	CE	No	28.00	33.30	4,000,000	

I-205 SB Padden Pkwy to Mill Plain Blvd. Ramp Meter

Install ramp meters, signals, cameras, and associated electrical on I-205 ramps.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2021	CMAQ	372,500		0	127,500	500,000
CN	2023	CMAQ	2,127,500		0	1,372,500	3,500,000
		Project Totals	**2,500,000**		**0**	**1,500,000**	**4,000,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	250,000	250,000	0	0
CN	0	0	0	1,750,000	1,750,000
Totals	**0**	**250,000**	**250,000**	**1,750,000**	**1,750,000**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
11		420522B	420522B06	47	0.040	CE	No	031.11	031.15	819,708	

I-205/Fourth Plain Blvd Bridge - Replace Expansion Joints

Replace expansion joints on Bridge 205/020.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2023	NHPP	105,984		0	4,416	110,400
		Project Totals	**105,984**		**0**	**4,416**	**110,400**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	11,181	99,219
Totals	**0**	**0**	**0**	**11,181**	**99,219**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
11		420515I	420515I06	44	0.860	CE	No	27.96	28.82	1,164,765	

I-205/Mill Plain Interchange - High Mast Luminaire Replacement

Replace high mast luminaires on bridges within interchange area.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2021		NHPP	150,840		0	6,285	157,125
CN	2023		NHPP	987,487		0	20,152	1,007,639
			Project Totals	**1,138,327**		**0**	**26,437**	**1,164,764**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	7,920	79,212	69,993	0
CN	0	0	0	7,573	1,000,067
Totals	**0**	**7,920**	**79,212**	**77,566**	**1,000,067**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
11	2051(286)	420520Q	420520Q06	44	0.500	CE	No	28.33	28.83	465,000	

I-205/NB Mill Plain On Ramp - Ramp Meter

Install ramp meters, mast arms, signals and cameras on Mill Plain on ramp.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2021		CMAQ	298,000		0	102,000	400,000
			Project Totals	**298,000**		**0**	**102,000**	**400,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	100,000	300,000	0	0	0
Totals	**100,000**	**300,000**	**0**	**0**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
11	2051(284)	420513I	420513I06	44	0.850	CE	No	26.84	27.69	1,829,309	

I-205/SR 14 Interchange - Illumination Upgrade

Upgrade illumination

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2020	NHPP	1,604,103		0	32,737	1,636,840
		Project Totals	**1,604,103**		**0**	**32,737**	**1,636,840**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,636,840	0	0	0	0
Totals	**1,636,840**	**0**	**0**	**0**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
11		420516I	420516I06	44	0.890	CE	No	30.90	31.79	3,631,400	

I-205/SR 500 Interchange - High Mast Luminaire Replacement

Replace high mast luminaires on the bridges within the interchange

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2021		NHPP	246,336		0	10,264	256,600
			Project Totals	**246,336**		**0**	**10,264**	**256,600**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	8,846	88,476	88,476	70,802
Totals	**0**	**8,846**	**88,476**	**88,476**	**70,802**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
11		400523B	400523B06	47	0.010	CE	No	1.58	1.59	802,805	

I-5 East Fourth Plain Blvd Undercrossing - Replace Expansion Joints

Replace expansion joints

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2023		NHPP	109,344		0	4,556	113,900
			Project Totals	**109,344**		**0**	**4,556**	**113,900**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	42,423	71,477
Totals	**0**	**0**	**0**	**42,423**	**71,477**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
11		400523I	400523I06A	03	1.070	EA	Yes	9.00	10.07	50,500,000	

I-5/179th Street Interchange - Interchange Improvements

Construct Interchange and Roadway Improvements. The cost represents WSDOT's portion of the project. See STIP ID WA-12433 for Clark County's portion.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2023			0	CWA	5,000,000	0	5,000,000
			Project Totals	**0**		**5,000,000**	**0**	**5,000,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	511,603	3,553,081
Totals	**0**	**0**	**0**	**511,603**	**3,553,081**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
11		400519A	400519A06	10	0.270	EIS	No	0.00	0.27	35,000,000	

I-5/Columbia River Interstate Bridge - Replacement

Reevaluation of purpose and need and environmental permits, financial plan development, and reengagement with project stakeholders.

Funding

Phase	Start Date	Federal Funds Federal	Fund Code	State Fund Code	State Funds	Local Funds	Total
PE	2020		0		0	19,000,000	19,000,000
PE	2021		0		0	14,000,000	14,000,000
		Project Totals	**0**		**0**	**33,000,000**	**33,000,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	19,000,000	14,000,000	0	0	0
Totals	**19,000,000**	**14,000,000**	**0**	**0**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01	0051(294)	400512R	400512R06	11	1.800	CE	Yes	17.20	19.00	65,246,152	

I-5/E Fork Lewis River Bridge NB - Replace

Replace existing bridge with new structure

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2020	NHPP	82,394		0	1,682	84,076
CN	2021	NHPP	31,603,950	CWA	31,603,950	0	63,207,900
		Project Totals	**31,686,344**		**31,603,950**	**1,682**	**63,291,976**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	69,414	14,661	0	0	0
CN	0	17,466,390	27,866,013	17,875,497	0
Totals	**69,414**	**17,481,051**	**27,866,013**	**17,875,497**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
11		400517V	WA-10368	47	0.270	CE	No	0.00	0.27	438,723	

I-5/Interstate Bridge - Electrical Control System Upgrade

ODOT lead project to upgrade the electrical control system on the I-5 Columbia River Bridge.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2020	NHPP	429,948		0	8,775	438,723
		Project Totals	**429,948**		**0**	**8,775**	**438,723**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	453,645	0	0	0	0
Totals	**453,645**	**0**	**0**	**0**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
11		400526A	400526A06	04	0.670	EA	Yes	000.87	001.54	97,700,000	

I-5/Mill Plain Blvd - Reconstruct Interchange

Construct interchange improvements.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2023		0	CWA	5,700,000	0	5,700,000
		Project Totals	**0**		**5,700,000**	**0**	**5,700,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	946,065	4,753,935
Totals	**0**	**0**	**0**	**946,065**	**4,753,935**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
11		400520B	400520B06	14	0.240	CE	No	19.83	20.07	381,475	

I-5/N Fork Lewis River Bridge SB - Steel Truss Repair

Repair damaged truss on bridge 5/040W

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2021	NHPP	65,520		0	2,730	68,250
CN	2022	NHPP	306,961		0	6,264	313,225
		Project Totals	**372,481**		**0**	**8,994**	**381,475**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	31,935	36,315	0	0
CN	0	0	166,042	147,183	0
Totals	**0**	**31,935**	**202,357**	**147,183**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
11		400525D	400525D06	47	0.200	DCE	No	19.87	20.07	10,536,990	

I-5/NB Lewis River Bridge - Deck Repair and Overlay

Repair and overlay bridge 5/40E and replace expansion joints

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2023		NHPP	565,094		0	23,545	588,639
			Project Totals	**565,094**		**0**	**23,545**	**588,639**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	588,639	0
CN	0	0	0	0	7,897,010
Totals	**0**	**0**	**0**	**588,639**	**7,897,010**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
11		400522D	400522D	44	0.300	CE	No	003.30	003.60	503,140	

I-5/SB 0.1 Mile S of NE 63rd St. - Drainage Improvements

Drainage improvements.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2022		NHPP	117,110		0	4,880	121,990
CN	2023		NHPP	373,527		0	7,623	381,150
			Project Totals	**490,637**		**0**	**12,503**	**503,140**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	112,599	9,391	0
CN	0	0	0	381,150	0
Totals	**0**	**0**	**112,599**	**390,541**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01	0005(016)	400517W	400517W06	06	0.500	CE	No	20.50	21.00	3,153,733	

I-5/Woodland Vicinity at Horseshoe Lake - Upgrade Pump System

Retrofit or replace existing pump and screen system. This system pumps water from the Lewis River into Horseshoe Lake to enable consistent flow.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2020	STP	2,155,137		0	43,983	2,199,120
		Project Totals	**2,155,137**		**0**	**43,983**	**2,199,120**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,835,044	364,076	0	0	0
Totals	**1,835,044**	**364,076**	**0**	**0**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
11		400020Q	400020Q06	21	0.000	CE	No	County Wide	County Wide	939,300	

Southwest Washington Regional Signal System

Project will link ATMS.NOW system between Clark County agencies. Including software, servers, communication infrastructure, and other hardware as necessary. Develop concept of operations.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2022		CMAQ	100,000		0	34,300	134,300
CN	2023		CMAQ	600,000		0	205,000	805,000
			Project Totals	**700,000**		**0**	**239,300**	**939,300**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	67,150	67,150	0
CN	0	0	0	402,500	402,500
Totals	**0**	**0**	**67,150**	**469,650**	**402,500**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14		401419A	401419A06	03	2.770	CE	Yes	5.98	8.75	25,000,000	

SR 14/I-205 to SE 164th Avenue - Auxiliary Lanes

Construct auxiliary lanes both directions and modify I-205 ramps.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2020		0	CWA	1,000,000	0	1,000,000
CN	2020		0	CWA	3,000,000	0	3,000,000
CN	2021		0	CWA	11,900,000	0	11,900,000
CN	2022		0	CWA	6,100,000	0	6,100,000
		Project Totals	**0**		**22,000,000**	**0**	**22,000,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	880,000	120,000	0	0	0
CN	3,000,000	11,900,000	6,100,000	0	0
Totals	**3,880,000**	**12,020,000**	**6,100,000**	**0**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14		450018I	450018I06	21	1.200	CE	No	4.80	6.00	1,366,140	

SR 500/4th Plain Blvd - Intersection Safety Improvements

Enhance the safety of the intersection to reduce the number of collisions.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2020		HSIP	184,550		0	7,690	192,240
CN	2022		NHPP	1,150,422		0	23,478	1,173,900
			Project Totals	**1,334,972**		**0**	**31,168**	**1,366,140**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	24,299	116,840	51,100	0	0
CN	0	0	878,737	295,163	0
Totals	**24,299**	**116,840**	**929,837**	**295,163**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
06		450005S	450005S	47	0.010	CE	No	8.85	8.86	782,325	

SR 500/5th Plain Creek Bridge - Scour

Bridge scour repair

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2021		STP	126,490		0	5,270	131,760
CN	2023		STP	637,554		0	13,011	650,565
			Project Totals	**764,044**		**0**	**18,281**	**782,325**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	38,490	81,283	11,987	0
CN	0	0	0	631,846	18,719
Totals	**0**	**38,490**	**81,283**	**643,833**	**18,719**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14		450023I	450023I06	21	1.330	CE	Yes	1.55	2.88	6,000,000	

SR 500/NE 42nd and 54th Ave - Intersection Improvements

Construct safety improvements

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2020	NHPP	432,000		0	18,000	450,000
RW	2021	NHPP	9,800		0	200	10,000
CN	2022	NHPP	5,429,200		0	110,800	5,540,000
		Project Totals	**5,871,000**		**0**	**129,000**	**6,000,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	27,032	227,453	195,515	0	0
RW	0	1,806	7,224	970	0
CN	0	0	11,322	2,224,786	3,303,891
Totals	**27,032**	**229,259**	**214,061**	**2,225,756**	**3,303,891**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14		450018S	450018S06	21	0.400	CE	Yes	16.05	16.45	6,213,680	

SR 500/NE Robinson Rd and NE 3rd St. - Intersection Safety Improvements

Intersection safety improvements, which could include roundabouts, turn lanes, signage or other improvements at SR 500/Robinson Road and SR 500/NE 3rd Street intersections

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2020	HSIP	894,010		0	37,250	931,260
RW	2021	HSIP	850,954		0	17,366	868,320
CN	2022	HSIP	4,325,818		0	88,282	4,414,100
		Project Totals	**6,070,782**		**0**	**142,898**	**6,213,680**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	460,920	411,880	58,460	0	0
RW	0	461,051	407,269	0	0
CN	0	0	157,664	3,319,295	937,140
Totals	**460,920**	**872,931**	**623,393**	**3,319,295**	**937,140**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
16		450119A	450119A06	04	2.320	CE	No	0	2.32	7,000,000	

SR 501/I-5 to Port of Vancouver - Intersection and Profile Improvements

Remove high points in the roadway and reconstruct traffic signals to allow movement of large vehicles.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2020		0	CWA	6,150,000	0	6,150,000
		Project Totals	**0**		**6,150,000**	**0**	**6,150,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	2,720,085	2,929,190	500,725	0	0
Totals	**2,720,085**	**2,929,190**	**500,725**	**0**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14		450117A	450117A06	28	2.320	CE	No	0.00	2.32	1,813,478	

SR 501/I-5 to SW 26th St Ext Vic Including Couplet - ADA

Update ADA facilities within the project limits.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2020		NHPP	1,123,058		0	29,042	1,152,100
			Project Totals	**1,123,058**		**0**	**29,042**	**1,152,100**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	475,106	581,135	95,859	0	0
Totals	**475,106**	**581,135**	**95,859**	**0**	**0**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14	9999(805)	400018N	400018N06	21		CE	No	Various	Various	178,523	

SWR Breakaway Cable Terminal Replacement - Non Interstates

Replace breakaway cable terminals on SWR non-interstates.

Also See CWCOG, SWW/RTPO records. This record contains 1/3 of the total costs.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2022		HSIP	32,000		0	1,334	33,334
CN	2023		HSIP	129,830		0	2,650	132,480
			Project Totals	**161,830**		**0**	**3,984**	**165,814**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	4,963	28,371	0
CN	0	0	0	9,190	123,290
Totals	**0**	**0**	**4,963**	**37,561**	**123,290**

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 12, 2019**

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00	9999(831)	400019G	400019G06	06		CE	No	Various	Various	221,250	

SWR Regionwide Basic Safety-Guardrail 2019-2021

Address guardrail deficiencies within Region. This is for work within the RTC (MPO) area. Also see CWCOG (MPO), RTC (RTPO), and SWW (RTPO) records. Exact locations not known at this time.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2021	STP	196,000		0	4,000	200,000
		Project Totals	**196,000**		**0**	**4,000**	**200,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	192,192	7,808	0	0
Totals	**0**	**192,192**	**7,808**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - SW	**61,785,270**	**70,453,950**	**35,589,570**	**167,828,790**

APPENDICES

APPENDIX A: Major Project List

APPENDIX B: CMAQ Air Quality Projects

APPENDIX C: Public Comments

APPENDIX D: 2020-2023 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 2019-2022 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 7: Major Projects from 2019-2022 TIP That Were Implemented (Obligated)

Funding Program	Agency	Project Name	Phase	Federal Funds	State Funds	Local Funds	Total Funds
STBG	Clark County	NE Blair Road.	CN	$1,000,000		$1,500,000	$2,500,000
CMAQ	C-TRAN	Mill Plain Bus Rapid Transit	PE	$1,000,000		$2,775,000	$3,775,000
STBG	Vancouver	Mill Plain Blvd. – 104th Av. to NE Chkalov Dr.	CN	$2,000,000		$320,000	$2,320,000
STBG	Vancouver	NE 137th Avenue Corridor Completion	RW	$950,000		$4,450,000	$5,400,000
NHPP	WSDOT	I-5/NB Interstate Bridge - South Tower Trunnion Replacement	CN	$780,112		$16,897	$797,009
CWA	WSDOT	SR-14 Access Improvements-Washougal	CN	$0		$5,697,500	$5,697,500
CMAQ	WSDOT	SR-14 ATIS Infill, I-5 to Evergreen	CN	$752,500		$257,500	$1,010,000

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

Table 8: Major Projects from 2019-2022 TIP That Were Delayed

Funding Program	Agency	Project Name	Phase	Federal Funds	State Funds	Local Funds	Total Funds
TA	Battle Ground	Chelatchie Prairie Rail with Trail	CN	$225,000		$758,000	$983,000
TA	Port of Vancouver	Columbia River Renaissance Trail Connection	CN	$485,000	$500,000	$3,015,000	$4,000,000

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

Table 9: Federally Funded Pedestrian and Bicycle Project from the 2019-2022 TIP That Were Obligated

Funding Program	Agency	Project Name	Phase	Federal Funds	State Funds	Local Funds	Total Funds
STBG	Battle Ground	SW Eaton Boulevard, SR-503 to SW 20th Av.	PE	$346,000		$54,000	$400,000
STBG	Clark County	NE 99th Street, NE 94th Av. to 117th Av.	PE	$150,000		$860,000	$1,010,000
STBG	Vancouver	NE 137th Av. Corridor Completion	RW	$950,000		$4,450,000	$5,400,000
STBG	Vancouver	Mill Plain Blvd. – 104th Av. to NE Chkalov Dr.	CN	$2.000,000		$320,000	$2,320,000

(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 2020-2023 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 10: 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	Electric Buses	Replace 6 new all electric buses	-3.998	-0.374	-7.042
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.	-2.898	-0.246	-0.192
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	Salmon Creek/Hazel Dell Adaptive Signal Operations	Installation of adaptive signal operations, incident bypass, DSRC radios, cameras, Bluetooth and freeway off-ramp detection systems.	-45.182	-4.645	-10.500
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	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	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
WSDOT	I-205 SB Padden Pkwy to Mill Plain Blvd Ramp Meter	Install mast arms, ramp signals, electrical services, signs, cameras, detection, conduits, minor paving, striping, fiber optic communication, and other items to operate ramp meters.	-51.313	-4.219	-8.762
WSDOT	*Southwest Washington Regional Signal System	Project will link ATMS.NOW system between Clark County agencies. Including software, servers, communication infrastructure, and other hardware as necessary. Develop concept of operations.	NA	NA	NA

* *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 2020-2023 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, 2019 until October 1, 2019. Public comment period concluded with testimony at the October 1, 2019 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 11: Public Comments

Project	Support Project	Comment	Staff Response
Mill Plain BRT	Yes	Need increased public transportation to reduce dependence on vehicles.	Project is programmed for construction in 2022.
I-5/Mill Plain Interchange Rebuild	Yes	Need to better move freight to/from the Port.	Project is fully funded through Connecting Washington Transportation Package and design is programmed to begin in 2023.
SR-503/NE 299th St.	Yes	Would like a northbound left turn added at this intersection to improve safety.	As this was not a project listed in the TIP, the message was forward to WSDOT's communication staff to address.
SR-14 Safety East of Washougal	Yes	Need to improve safety on SR-14 east of Washougal as an alternative to I-84.	This project is not listed in the TIP. With limited resources, the numbers of serious and fatal crashes are used to prioritize safety projects.
Setback left-turn lane stop	Yes	Left turn stops should be set back to improve turn movements.	This project is not listed in the TIP. There are many factors associated with design of intersections, and local jurisdictions follow standards from the Manual on Uniform Traffic Control Devices.
Transit and Active Transportation Projects	Yes	We need to focus on reducing use of the internal combustion engine.	The existing TIP programs approximately $71 million for transit and active transportation projects.
All C-TRAN Projects	No	Does not support spending money for transit.	The vision for the region supports a balanced transportation system which includes transit.
I-5/Columbia River Interstate Bridge	No	I-5 Bridge exceeds capacity. The region needs to fix Columbia River Railroad bridge and build 3rd Bridge.	The Regional Transportation Plan (RTP) identifies the I-5 Bridge replacement as a need. Neither local land use plans nor the RTP identifies a new Columbia River crossing.
I-5/Columbia River Interstate Bridge	Yes	Need a new bridge with dedicated right of way for public transportation.	Preliminary engineer work is programmed to begin in year 2020.

Project	Support Project	Comment	Staff Response
Preservation	Yes	East Vancouver is in need of significant pavement preservation.	The City of Vancouver is working to make progress on its goal of improving pavement conditions throughout the City.
Sound Walls	Yes	Would like sound walls along I-205 in the vicinity of Green Meadows neighbourhood.	The existing TIP does not list an improvement project in this location. Sound mitigation will be considered if an improvement is made to I-205 in this area.

APPENDIX D: 2020-2023 TIP Project Analysis

Introduction

Appendix D provides an overview of the projects included in the 2020-2023 TIP including project type and spending by project type.

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, guardrail replacement, etc.
- 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, planning, and preservation projects of the public transit service which C-TRAN provides within the region.
- 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 12: Projects by Type

Project Type	Number of Projects	% of Projects	Total Programmed	% of Total Programmed
Bicycle & Pedestrian	10	12.7%	$10,930,116	3.2%
Bridge	6	7.6%	$99,842,781	29.0%
Planning	5	6.3%	$4,133,412	1.2%
Preservation	13	16.5%	$10,891,633	3.2%
Road Improvement	21	26.6%	$127,115,570	37.0%
Safety	11	13.9%	$21,692,889	6.3%
Transit	4	5.1%	$60,036,250	17.5%
TSMO	9	11.4%	$9,138,700	2.7%
Total	**79**	**100%**	**$343,781,351**	**100%**

Figure 6: Percentage of Projects by Project Type (Total Projects 79)

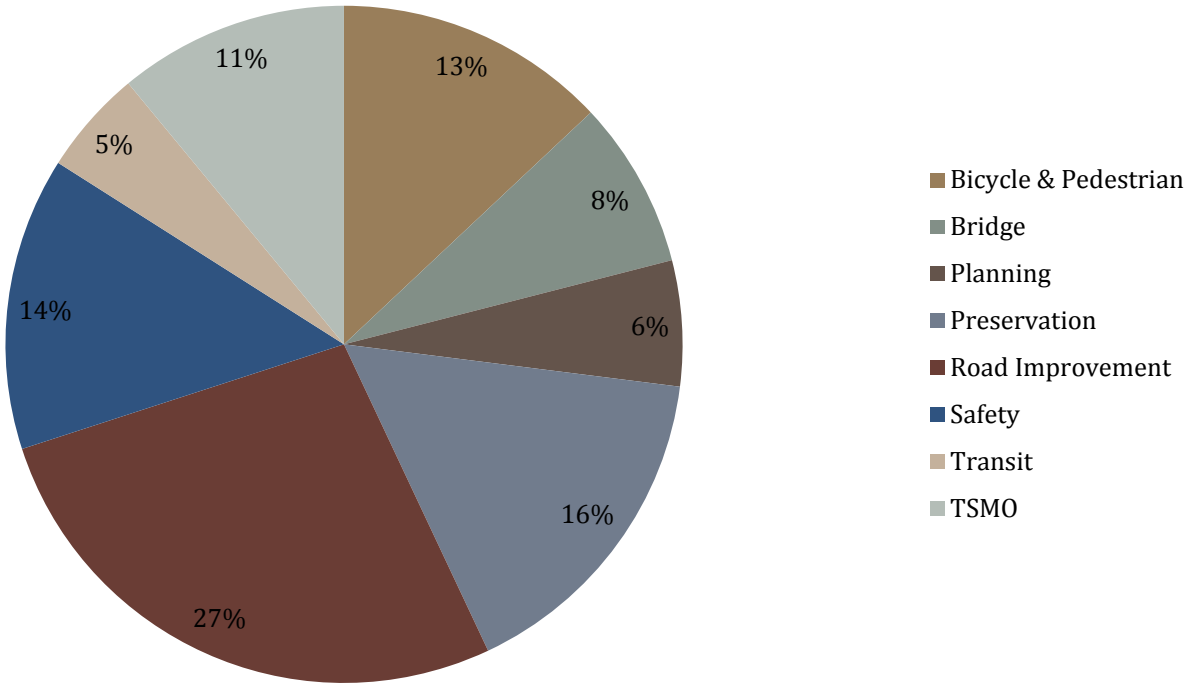
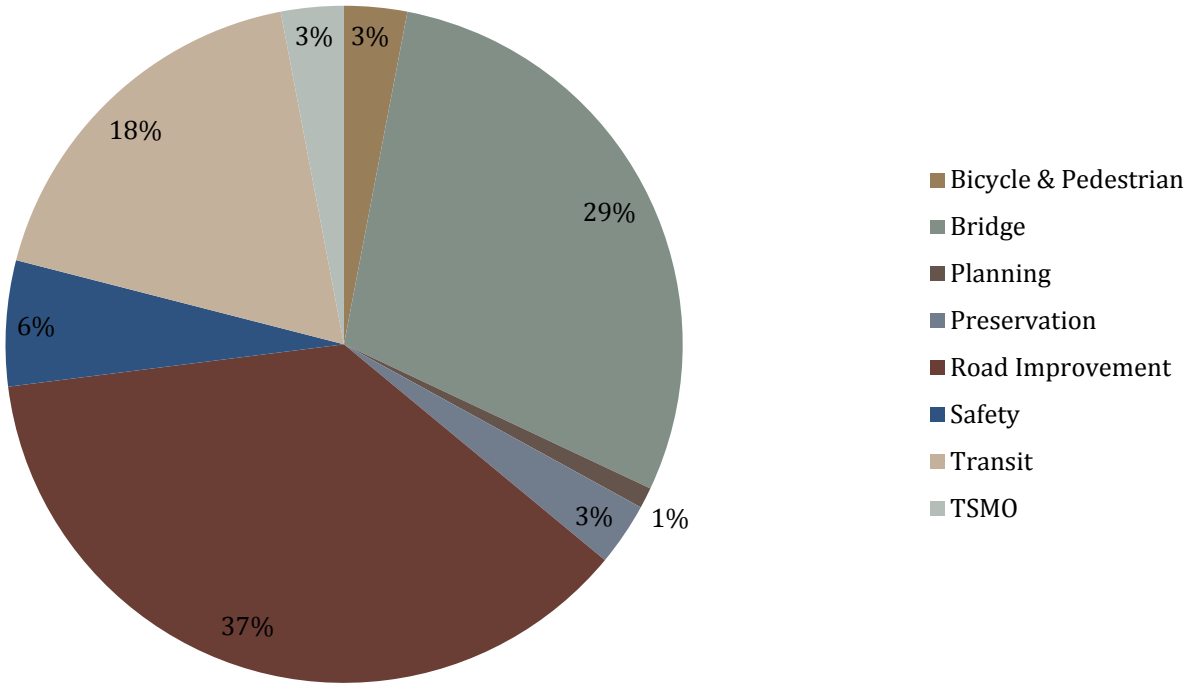



Figure 7: Percentage of Dollars Programmed by Project Type (Total Programmed $343.8 million)