

Transportation Improvement Program

**Clark County
2018-2021**

Prepared by
Southwest Washington
Regional Transportation Council
P.O. Box 1366
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October 2017





STAFF REPORT/RESOLUTION

TO: Southwest Washington Regional Transportation Council Board of Directors

FROM: Matt Ransom, Executive Director 

DATE: September 26, 2017

SUBJECT: **2018-2021 Transportation Improvement Program, Resolution 10-17-18**

AT A GLANCE - ACTION

The purpose of this resolution is to seek RTC Board adoption of the 2018-2021 Transportation Improvement Program (TIP). The recommended action was endorsed by the Regional Transportation Advisory Committee (RTAC). The TIP was developed in accordance with federal requirements. The TIP programs regionally significant projects totaling approximately \$215.8 million, including approximately \$26.4 million in RTC Board selected regional federal grants.

INTRODUCTION

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

The Full Draft of the 2018-2021 Transportation Improvement Program is provided on line within the October 2017 RTC Board materials and printed copies will be available at the October RTC Board meeting.

The 2018-2021 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 2018-2021 Transportation Improvement Program and has recommended adoption by the RTC Board of Directors. The 2018-2021 regional TIP will become part of the State Transportation Improvement Program (STIP), and projects can proceed starting in January 2018.

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.

TIP AMENDMENTS

RTAC is recommending the following Transportation Improvement Program amendments:

- Approval for the City of La Center to delay the obligation of STBG construction funds on the 4th Street and Pacific Highway Roundabout one additional year. Delay is due to additional time needed to certify right of way.
- Approval to move \$1.3 million in STBG Urban funds for the NE 119th Street East project from 2020 to 2019. Due to statewide modification of federal allocation formulas, the region has the capacity to move the 2020 highest rank project up one year. This will allow the NE 119th Street East project to begin construction one year earlier.

2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM

Adoption of the 2018-2021 Transportation Improvement Program (TIP) will include the following actions:

- Program approximately \$9.4 million in RTC Board selected 2021 regional federal grant awards.
- Programs regionally significant projects totaling approximately \$215.8 million, including approximately \$128.1 million in federal transportation funding. Of the federal transportation funding, approximately \$26.4 million is RTC Board selected regional federal grants.
- 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.
- Certification that the RTC planning process is being carried out in accordance with all applicable federal requirements.
 - The TIP development process meets federal public participation requirements and that a 30-day public comment period was provided.
 - All projects proposed for Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding amounts do not exceed the proposed funding levels available within a program year.
 - TIP consistency with the Regional Transportation Plan, Congestion Management Process, Clean Air Act as amended, the Air Quality State Implementation Plan, and Conformity Guidelines.

POLICY IMPLICATION

The 2018-2021 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

Approval of the 2018-2021 Transportation Improvement Program (TIP) will program 85 regionally significant projects, representing approximately \$215.8 million in transportation investment over the next four years within the Clark County, Washington region.

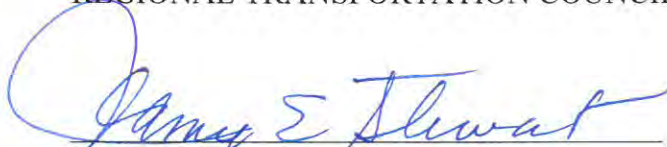
ACTION REQUESTED

Adoption of Resolution 10-17-18 "2018-2021 Transportation Improvement Program."

ADOPTED this 3rd day of October 2017,

by the Southwest Washington Regional Transportation Council.

SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL



Jeanne E. Stewart
Chair of the Board

ATTEST:



Matt Ransom
Executive Director

- 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



2018-2021 Transportation Improvement Program

Clark County, Washington

Published: August 2017

Southwest Washington Regional Transportation Council

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

Title VI Compliance

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

Americans with Disabilities Act (ADA) Information



Materials can be provided in alternative formats by contacting the Southwest Washington Regional Transportation Council (RTC).

360-397-6067 or info@rtc.wa.gov.

Relay Service: #711 or (800) 833-6388

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Southwest Washington Regional Transportation Council Membership

RTC Member Jurisdictions

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

RTC Board of Directors

Marc Boldt	Clark County Councilor
Jack Burkman	Vancouver Council Member
Shirley Craddick	Metro Councilor, Portland, Oregon
Shawn Donaghy	C-TRAN Executive Director/CEO
Paul Greenlee	Washougal City Council Member (Cities East Representative)
Jim Herman	Port of Klickitat Commissioner (Klickitat County Representative)
Tom Lannen	Skamania County Commissioner (Skamania County Representative)
Anne McEnerny-Ogle	Vancouver City Council Member
Jerry Oliver	Port of Vancouver Commissioner (Port Representative)
Ron Onslow (Vice-Chair)	Ridgefield Mayor (Cities North Representative)
Eileen Quiring	Clark County Councilor
Jeanne Stewart (Chair)	Clark County Councilor
Kris Strickler	WSDOT Southwest Region Administrator
Rian Windsheimer	Oregon Department of Transportation, Region 1 Manager
Senate & House Members (15 Non-Voting)	Washington State Legislative Districts 14, 17, 18, 20, and 49
Matt Ransom (Secretary/Treasurer)	RTC Executive Director

Regional Transportation Advisory Committee (RTAC)

Gary Albrecht	Clark County	Brenda Howell	Ridgefield
Jim Carothers	City of Camas	Tom Kloster	Metro
Megan Channell	ODOT	Colleen Kuhn	Human Services Council
Rob Charles	City of Washougal	Chris Malone	City of Vancouver
Jim Hagar	Port of Vancouver	Patrick Sweeney	City of Vancouver
Roger Hanson	C-TRAN	Michael Williams	WSDOT
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



Transportation Boundaries

Chapter 1: Introduction



BACKGROUND AND PURPOSE

The Transportation Improvement Program is composed of transportation projects, to be implemented in the next four years that address the regional transportation system needs within Clark County, Washington. Only regionally significant projects that plan to obligate funds within the next four years are included in the TIP. If a project has already obligated funds, will obligate funds after four years, or if funds are not secured, the project is not included in the TIP. The TIP includes a priority list of projects to be carried out in each of the next four years and a financial plan that demonstrates how it can be implemented. The purpose of the TIP is to demonstrate that available transportation resources are being used to implement the region's long range transportation plan.

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

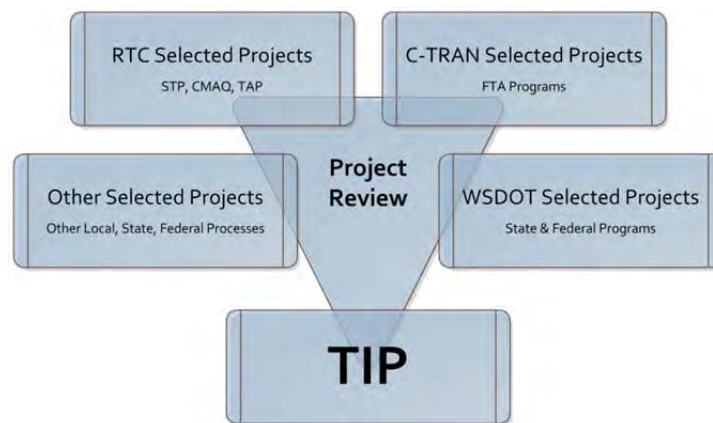
TIP DEVELOPMENT

Process

The RTC Transportation Improvement Program is a product of the regional transportation planning process, which is conducted cooperatively by RTC, the Washington State Department of Transportation, local general-purpose governments, and C-TRAN. Although federal transportation revenues are prioritized through federal, state, and regional processes, all projects are programmed through the regional decision making process. No matter the source of funding, RTC reviews all project to ensure the following before programming the project in the TIP

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

Figure 3: TIP Development Process



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

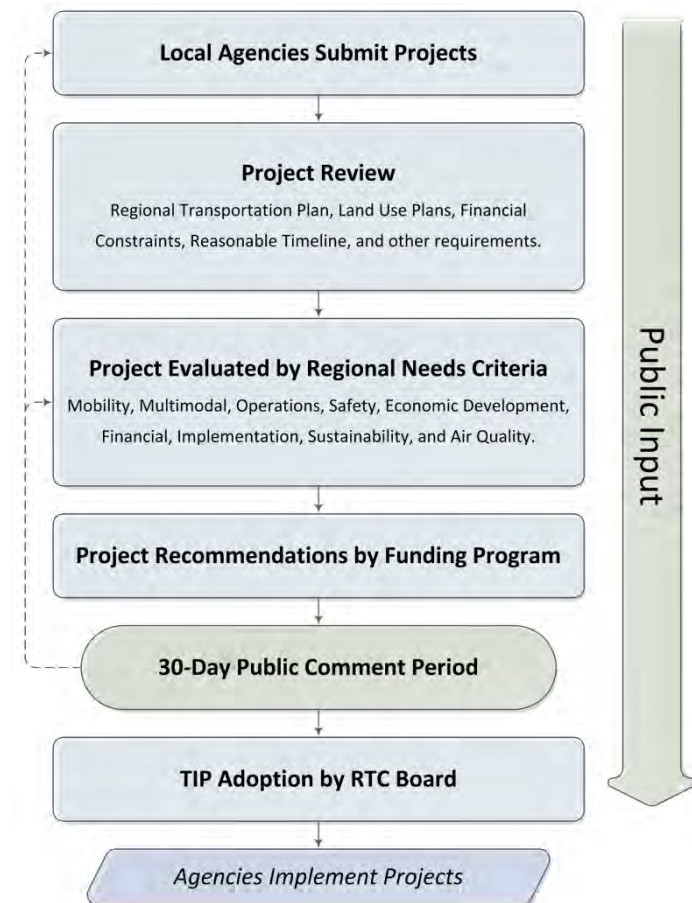
Regional Project Development Process

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

The overall regional project development process approach is founded on the current federal transportation reauthorization act. The Regional Transportation Plan is utilized as the framework plan, system needs analyses are incorporated, projects are evaluated and prioritized against a set of criteria, and funding resources are identified to meet project needs.

At the regional level, the needs criteria are intermodal/multimodal and address project funding across federal funding categories. The criteria support the implementation of the Congestion Management Process. The needs criteria reflect the system performance goals and measures from the Regional Transportation Plan. The wider range of criteria includes Mobility, Multimodal, Safety, Economic Development, Financial/Implementation, and Sustainability/Air Quality. Funding flexibility is addressed to identify funding resources to meet project needs. Generally, funds are not transferred between funding sources at the regional level.

Figure 4: Regional Project Development Process



Coordination with adjacent MPOs

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



Public Involvement Process

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

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



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

Citizens and appropriate parties were provided a reasonable opportunity to comment on the TIP through a public involvement process. A TIP public comment period lasting from August 31, 2017 until October 3, 2017 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 2017 through October 2017, public discussions of the TIP were held during public meetings of the RTC Board of Directors, RTAC (technical committee), and other public outreach efforts. Public comments received during the comment period will be compiled and addressed in the appendices for the Transportation Improvement Program.

TIP Administration

Occasionally changes need to be made to the TIP following its adoption. Federal regulations permit changes to the TIP if the procedures for doing so are consistent with federal requirement. Changes can include project cost adjustment, scope changes, addition of projects, and more. When a change is requested it will be identified as an Update, Administrative Modification, or TIP Amendment. The process for incorporating the change into the TIP differs by the type of change and the regional action that is required. Changes to the TIP can be submitted monthly between December and September. Written requests for changes to the TIP are due to RTC eight days prior to the Third Friday of each month; which is usually the second Thursday.

Updates do not substantially change a project and can be handled administratively by RTC Staff. Administrative Modifications are moderate changes that require approval from the RTC Executive Director. Amendments are substantial changes to projects that require action from the RTC Board of Directors.

RTC's TIP administration processes will be carried out through RTAC and RTC Board meetings, consistent with the Public Participation Plan. It is important to note that in some cases the RTC TIP administration process may differ from that of the State. These TIP Administration processes are further explained and procedures are outlined below:

TIP Administration Process

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

1. Project sponsor submits written request to RTC for change, including submitting a modified State Transportation Improvement Program (STIP) record within the online STIP database. The written request should provide sufficient detail to understand the requested change and reason for change.
2. RTC staff reviews request to ensure that all needed information is provided and determines the type of action that is required. The request is also reviewed for financial feasibility, air quality conformity, consistency with the RTP and other state and federal requirements, etc.

3. Administrative Modifications and Amendments are posted on the RTC website: (<http://rtc.wa.gov/programs/tip/amendments>).
4. If request is an Administrative Modification, the RTC Executive Director takes action. If approved, staff will change the regional TIP and submit the change to WSDOT for inclusion in the STIP. RTAC is notified of all Administrative Modification.
5. If request is an Amendment, RTAC reviews the change and makes a recommendation to the RTC Board. If the RTC Board approves the change, staff will change the regional TIP and submit the change to WSDOT for inclusion in the STIP.
6. Once Administrative Modifications and Amendments are submitted to WSDOT, they are reviewed by WSDOT staff, approved by the Governor's representative, and receive final approval by FHWA and FTA.

Updates

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

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

Administrative Modification

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

- ◆ Revision to lead agency.
- ◆ Adding a prior phase of a project not previously authorized.
- ◆ Changes or errors in project information.



- ◆ Changes in federal funding amounts less than \$3 million (STIP Amendment required if change to total program amount is greater than 30%).
- ◆ Addition of federal aid project or project phase that has approval from granting agency and does not exceed \$3 million in federal funding (STIP Amendment Required).
- ◆ Deletion of project (STIP Amendment Required).
- ◆ Restoration of project to the TIP that was included in a previous version of the TIP (STIP Amendment Required).

Amendments

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

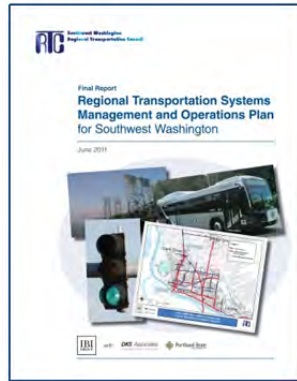
- ◆ Adding a new project, future project phase, or funding amount greater than \$3 million in federal funding.
- ◆ Adding a regionally selected project or adding regionally selected federal funds to a project.
- ◆ Major scope changes.
- ◆ Changes to a project that affects air quality conformity.
- ◆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

Transportation Alternatives (TA) Process

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

Selection of TA projects is accomplished through the regional planning process and generally begins in the spring of each odd year (2017, 2019, etc.). The process includes the following steps: 1) Call for projects, 2) Applications received by deadline, 3) Evaluation of projects using regional criteria, 4) RTAC recommends a ranked list of projects for funding, and 5) RTC Board selects and programs a list of projects for funding.

MPO CERTIFICATION STATEMENTS



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

In accordance with 23 CFR Part 450, §450.334, the Washington State Department of Transportation (WSDOT) and the Southwest Washington Regional Transportation Council (RTC), Metropolitan Planning Organization (MPO) for the Washington portion of the Portland-Vancouver Metropolitan Planning Area (MPA), hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, 38, and 28 CFR Part 35;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
11. Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR part 200).

REGIONAL TRANSPORTATION PLAN

The Regional Transportation Plan (RTP) identifies and recommends highway, transit, and other transportation related improvements needed to ensure an adequate level of mobility for Clark County. Projects included in the Transportation Improvement Program (TIP) are drawn either directly from specific recommendations made in the Regional Transportation



Plan, or developed from a more general series of recommendations (e.g. preservation and maintenance of transportation facilities, traffic safety improvements, facilities for bicycles and pedestrians, system management, demand management, etc.). The project-sponsoring agencies develop specific project proposals which are consistent with the RTP recommendations.

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

CONGESTION MANAGEMENT PROCESS

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

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

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

ENVIRONMENTAL JUSTICE

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

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

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

RTC's Process for Consideration of Environmental Justice in TIP

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

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



CONSISTENCY WITH AIR QUALITY STATE IMPLEMENTATION PLAN (SIP)

Introduction

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

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

On March 15, 1991, the U.S. Environmental Protection Agency designated the urban area of the Vancouver portion of the Portland- Vancouver Interstate Air Quality Maintenance Area as a Marginal non-attainment area for the 1-hour ozone (O₃) NAAQS and a Moderate carbon monoxide (CO) non-attainment area. This action was taken in accordance with Section 107 of the Federal Clean Air Act as amended in 1990.

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



Air Quality Status

Under both the 1997 and 2008 8-hour ozone NAAQS, the Vancouver/Portland Air Quality Maintenance Area (AQMA) was designated "attainment." As of the revocation of the 1-hour ozone NAAQS on June 15, 2005, regional emissions analyses for ozone precursors in the Plan (RTP) and Program (TIP) were not required.

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



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.





Chapter 2: Financial Plan and Resources

INTRODUCTION

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

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

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

Assumptions

Projects programmed in the Transportation Improvement Program (TIP) reflect costs in year of expenditure dollars. The financial plan assumes that 100 percent of federal allocations will be available. For funding sources with a regional allocation (Section 5307, Section 5310, Section 5337, Section 5339, CMAQ, STBG, and TA) the number of dollars available is based on the previous allocations or estimates produced by the Washington State Department of Transportation. For State or Federal

selected funding sources, the regional total is assumed to be equal to the total of projects selected by the Washington State Department of Transportation or by federal agencies.

Maintenance can cost 4 to 8 times more when deferred.

Operation and Maintenance Cost

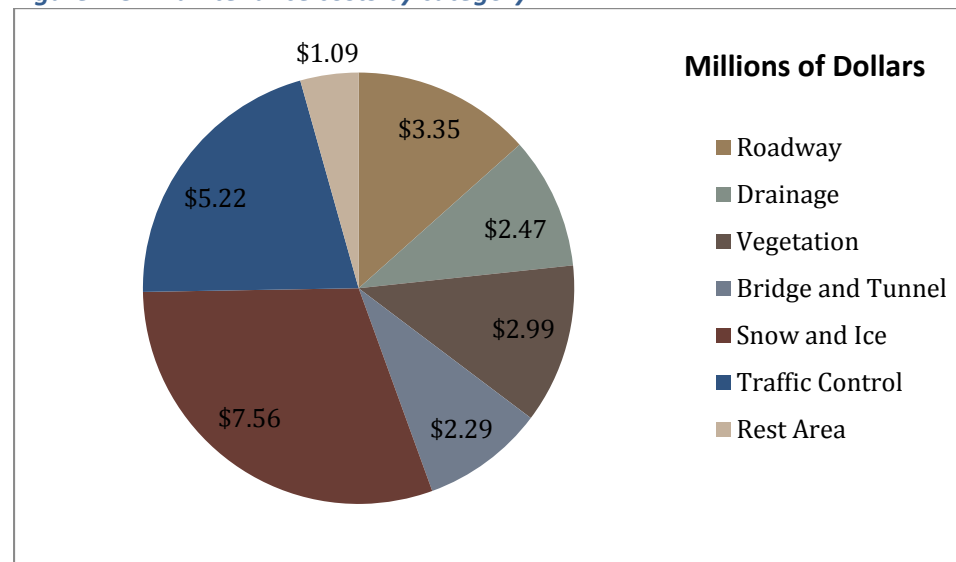
Maintenance and preservation costs for state and local agencies are being estimated based on historical data from the WSDOT Finance Division and the Southwest Region.

Before consideration can be given to system expansion, the region needs to ensure that sufficient money is available to adequately maintain, preserve and operate the transportation system already in existence. It costs, on average, \$64.2 million annually to maintain and operate the roadway system in Clark County.

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

The following chart shows the maintenance costs by category.

Figure 4-5: Maintenance costs by category



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



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

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

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

Table 4-2: Estimated Preservation and Maintenance Costs

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

Source: WSDOT, C-TRAN

DESCRIPTION OF REVENUE SOURCES

FEDERAL

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

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

Infrastructure For Rebuilding America (INFRA)

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

National Highway Performance Program (NHPP)

The FAST Act continues the National Highway Performance Program, which was established under MAP-21. The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. The State selects project for funding.

Highway Safety Improvement Program (HSIP)

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

National Highway Freight Program (NHFP)

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

Congestion Mitigation and Air Quality (CMAQ)

The FAST Act continued the CMAQ program to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). RTC selects projects for funding.



Surface Transportation Block Grant (STBG)

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

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



- ◆ **STBG-Urban Large (STP-UL):** Formula allocation to the Clark County Transportation Management Area based on the population of the Vancouver Urban boundary, which includes the urban area of Vancouver, Battle Ground, Camas, and Washougal. RTC selects projects for funding.
- ◆ **STBG-Rural (STP-R):** Formula allocation for projects outside the Urban Area boundary. RTC selects projects for funding.
- ◆ **STBG-State (STP):** Formula allocation to the Washington State Department of Transportation, for use on State highway projects. The State selects projects for funding.
- ◆ **Transportation Alternatives (TA):** The FAST Act replaced the Transportation Alternatives Program (TAP) with a set-aside of the Surface Transportation Block Grant (STBG) program, called Transportation Alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP. Including transportation projects such as pedestrian and bicycle facilities. RTC selects project for funding.

FTA Section 5307

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

FTA Section 5309

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

FTA Section 5310

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

FTA Section 5337

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

FTA Section 5339

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



STATE

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

Connecting Washington (CWA)

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

Washington State Department of Transportation (WSDOT)

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

WSDOT Grant Programs

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

Transportation Improvement Board (TIB) Programs

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

- ◆ **Urban Arterial Program (UAP):** Funding provided to improve safety and mobility along arterial streets in urban areas.
- ◆ **Sidewalk Program (SP):** Funding provided for pedestrian projects that enhance and promote pedestrian safety and mobility. There is both an urban and small city sidewalk program.
- ◆ **Urban Preservation Program (APP):** Funding provided for overlay of federally classified arterial streets in cities with a population greater than 5,000 and assessed valuation less than \$2 billion.
- ◆ **Relight Washington (LED):** The main goal of the Relight Washington Program is to lower city's street light costs by helping cities convert to more energy efficient LED streetlights. Eligible cities include all small towns (population less than 5,000) and urban cities with a total assessed value of less than \$2 billion.
- ◆ **Small City Arterial Program (SCAP):** Funding provided to preserve and improve the arterial roadway system for cities under 5,000 population.
- ◆ **Small City Pavement Preservation Program (SCPPP):** Provides funding for rehabilitation and maintenance of the small city roadway system.
- ◆ **Federal Match:** Funding provided to meet the local match of some federally funded projects in small cities (population under 5,000). The program provides match for federal Bridge, TEA-21, and FEMA projects.

County Road Administration Board (CRAB)

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

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

Washington State Recreation and Conservation Office (RCO)

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



LOCAL

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

Property Tax

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

Arterial Street Fund (ASF)

This is the distribution of the state gasoline tax to cities and counties based on each jurisdiction's population.

Transportation Impact Fees (TIF)

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

Road Improvement District (RID)

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

Frontage Improvement Agreements

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

Latecomers Fees

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

Sales and Use Tax

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

RCW 81.104 (High Capacity Transit Legislation)

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

Transit-Fare

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



PROJECT SELECTION

Projects programmed in the first two years of the 2018-2021 Transportation Improvement Program constitute an “agreed to” list of projects for implementation. However, due to federal fiscal constraints in any one year and a statewide management of funds on a first come basis, implementation of projects in the year programmed cannot be guaranteed.

FINANCIAL FEASIBILITY

Financial feasibility is accomplished by demonstration that adequate resources are available to implement the projects programmed in the TIP. The TIP for Clark County demonstrates that it is a financially realistic program, in that projected revenue by program is adequate to meet the estimated cost of programmed projects for each year. As illustrated on Table 1 on the next page, there is a remaining balance of revenue between years 2018-2021.

Table 1: 2018-2021 Financial Feasibility Summary

(Cost in Thousands of Dollars)

Funding Type	Year	Carry-Over Previous Yr.	Allocation	Available Revenue	Program Totals	Remaining Funds
Section 5307	2018	\$8,162	\$5,200	\$13,362	\$8,162	\$5,200
	2019	\$5,200	\$5,200	\$10,400	\$5,200	\$5,200
	2020	\$5,200	\$5,200	\$10,400	\$5,200	\$5,200
	2021	\$5,200	\$5,200	\$10,400	\$5,200	\$5,200
Section 5310	2018	\$993	\$330	\$1,323	\$993	\$330
	2019	\$330	\$330	\$660	\$330	\$330
	2020	\$330	\$330	\$660	\$330	\$330
	2021	\$330	\$330	\$660	\$330	\$330
Section 5337	2018	\$147	\$102	\$249	\$147	\$102
	2019	\$102	\$102	\$204	\$102	\$102
	2020	\$102	\$102	\$204	\$102	\$102
	2021	\$102	\$102	\$204	\$102	\$102

Table 1 Continued: 2018-2021 Financial Feasibility Summary

(Cost in Thousands of Dollars)

Funding Type	Year	Carry-Over Previous Yr.	Allocation	Available Revenue	Program Totals	Remaining Funds
Section 5339	2018	\$766	\$533	\$1,299	\$766	\$533
	2019	\$533	\$533	\$1,066	\$533	\$533
	2020	\$533	\$533	\$1,066	\$533	\$533
	2021	\$533	\$533	\$1,066	\$533	\$533
CMAQ	2018	(\$1,995)	\$3,019	\$1,024	\$893	\$131
	2019	\$131	\$3,019	\$3,150	\$3,139	\$12
	2020	\$12	\$3,019	\$3,031	\$2,871	\$159
	2021	\$159	\$3,019	\$3,179	\$2,392	\$787
STP Regional	2018	(\$6,430)	\$5,728	(\$701)	\$0	(\$701)
	2019	(\$701)	\$5,728	\$5,027	\$4,617	\$410
	2020	\$410	\$5,728	\$6,139	\$5,621	\$518
	2021	\$518	\$5,728	\$6,246	\$5,883	\$363
TAP	2018	(\$195)	\$559	\$364	\$225	\$139
	2019	\$139	\$359	\$498	\$485	\$13
	2020	\$13	\$504	\$518	\$247	\$271
	2021	\$271	\$559	\$830	\$0	\$830
State Selected HSIP, NHPP, STP- State	2018	\$0	\$17,922	\$17,922	\$17,922	\$0
	2019	\$0	\$21,581	\$21,581	\$21,581	\$0
	2020	\$0	\$31,002	\$31,002	\$31,002	\$0
	2021	\$0	\$2,623	\$2,623	\$2,623	\$0
State/Local	2018	\$0	\$11,491	\$11,491	\$11,491	\$0
	2019	\$0	\$29,874	\$29,874	\$29,874	\$0
	2020	\$0	\$16,722	\$16,722	\$16,722	\$0
	2021	\$0	\$29,673	\$29,673	\$29,673	\$0
Financial Feasibility		\$1,448	\$222,520	\$223,968	\$215,823	\$8,145



Chapter 3: 2018-2021 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 2018-2021 Transportation Improvement Program constitute an “agreed to” list of projects for implementation. The third and fourth years of projects will proceed in future years.

Program Summary

The program of planned projects for 2018-2021 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 38 (STIP pages 2-87). In this section, detailed information is provided on each project individually. This detailed project information includes project title, project description, funding information and other project information. Projects are listed in alphabetical order by agency and project name.

Table 2: 2018 Summary

Year of Expenditure Cost in Thousands of Dollars

Funding Type	Priority	Agency	Project Description	Phase	Federal Funds	State Funds	Local Funds	Total Funds
Section 5307	1	C-TRAN	Preventative Maintenance	All	\$8,162		\$2,041	\$10,203
	Section 5307 Program Totals					\$8,162	\$0	\$2,041
Section 5310	1	C-TRAN	ADA Expansion	All	\$993		\$248	\$1,242
	Section 5310 Program Totals					\$993	\$0	\$248
Section 5337	1	C-TRAN	Bus Replacement	All	\$147		\$37	\$183
	Section 5337 Program Totals					\$147	\$0	\$37
Section 5339	1	C-TRAN	Bus Replacement	All	\$766		\$192	\$958
	Section 5339 Program Totals					\$766	\$0	\$192
CMAQ	1	C-TRAN	Bus Replacement <i>(4-5) Hybrid Buses</i>	All	\$720		\$180	\$900
	3	WSDOT	SR-503, Fourth Plain to Main ITS Device Infill	PE	\$33		\$7	\$40
	4	Vancouver	Mill Plain Blvd. Arrival on Green Improvement <i>Upgrade signal equipment Andresen to 155th Av.</i>	CN	\$73		\$25	\$98
	5	WSDOT	SR-14 ATIS Infill, I-5 to Evergreen <i>Install fiber communication, data stations, cameras</i>	PE	\$67		\$23	\$90
	CMAQ Program Totals					\$893	\$0	\$235
STP-Region	STP (Regional) Program Totals				\$0	\$0	\$0	\$0
TAP	1	Battle Ground	Chelatchie Prairie Rail with Trail <i>Paved path east of Grace Av. Rasmussen to Main</i>	CN	\$225		\$758	\$983
	Transportation Alternatives Program Totals					\$225	\$0	\$758
HSIP	1	WSDOT	SR-503/Brush Prairie RR Xing-Pullout Lanes	CN	\$547		\$11	\$558
	1	WSDOT	Regionwide Curve Warning Sign Update	CN	\$141		\$3	\$144
	1	WSDOT	SWR Breakaway Cable Terminal Replace-Interstate	CN	\$127		\$3	\$130
	1	WSDOT	SWR Breakaway Cable Terminal-Non Interstate	CN	\$195		\$4	\$199
	HSIP Totals					\$1,010	\$0	\$21
STP-State	1	WSDOT	Asphalt/Chip Seal Preservation	PE	\$105		\$0	\$105
	1	WSDOT	Asphalt/Chip Seal Preservation	CN	\$4,632		\$93	\$4,725
	1	WSDOT	Concrete Roadway Preservation-Clark County	PE	\$130		\$5	\$136
	1	WSDOT	I-5/Woodland Vic at Horseshoe Lake-Upgrade Pump	RW	\$11		\$0	\$11
				CN	\$490		\$10	\$500
	1	WSDOT	SR-500/Burnt Bridge Creek to 4th Plain-ADA	PE	\$228		\$10	\$238
	1	WSDOT	SR-503 /Drainage Improvements	CN	\$579		\$12	\$590
STP-State Program Totals					\$6,175	\$0	\$129	\$6,305

Table 2 Continued: 2018 Summary

Year of Expenditure Cost in Thousands of Dollars

Funding Type	Priority	Agency	Project Description	Phase	Federal Funds	State Funds	Local Funds	Total Funds
NHPP	1	Clark County	Highway 99-Pavement Improvements <i>Pavement Preservation 78th St. to 134th St.</i>	PE CN	\$172 \$3,551		\$28 \$579	\$200 \$4,130
	1	Vancouver	East Mill Plain Blvd NHS Asset Mgt. Program	CN	\$665		\$665	\$1,330
	1	WSDOT	Asphalt/Chip Seal Preservation	PE	\$365		\$19	\$383
	1	WSDOT	Clark County I-5 Ramp Paving-ADA	PE	\$99		\$4	\$103
	1	WSDOT	I-205/SR-14 Interchange-Illumination Upgrade	CN	\$1,206		\$25	\$1,231
	1	WSDOT	I-5/Interstate Bridge-Restore Load Shoe Clearances	CN	\$130		\$3	\$133
	1	WSDOT	I-5/NB Interstate Bridge-S. Tower Trunnion	PE	\$555		\$23	\$578
	1	WSDOT	I-5/NB Interstate Bridge-S. Tower Trunnion	CN	\$343		\$7	\$350
	1	WSDOT	I-5/Ridgefield Port of Entry-Scale House	CN	\$3,430		\$70	\$3,500
	1	WSDOT	SR-500/I-205 Overcrossing Bridge-Expansion Joints	PE	\$30		\$1	\$31
	1	WSDOT	SR-501/I-5 to SW 26th St. Vic-ADA	PE	\$191		\$8	\$199
	NHPP Program Totals					\$10,736	\$0	\$1,431
State/Local	1	Battle Ground	SR-503 Shared Use Pathway <i>Shared paved pathway Main St. to Onsdorff</i>	RW		\$10	\$2	\$12
	1	Camas	<i>NW Brady Road, NW 16th Av. to NW 25th Av. Improve to 3 lane arterial w/sidewalk & bike lanes</i>	RW			\$800	\$800
	1	Clark County	<i>Highway 99 Corridor Improvements Highway 99/NE 99th St. Intersection Improvement</i>	RW			\$2,242	\$2,242
	1	Vancouver	Evergreen Trail, Chelsea Av. to Image Rd.	RW			\$350	\$350
	1	WSDOT	I-5/I-205 Urban Ramp Meter-Phase 1	CN			\$415	\$415
	1	WSDOT	<i>Regional Video Sharing</i>	CN			\$150	\$150
	1	WSDOT	<i>SR-14 Access Improvements at 15th and 32nd St.</i>	RW		\$1,400		\$1,400
	1	WSDOT	<i>SR-501/I-5 to Port of Vancouver</i>	PE		\$1,000		\$1,000
	1	WSDOT	SWR Various Locations-Upgrade Electrical	PE CN		\$12 \$18		\$12 \$18
State/Local Totals					\$0	\$2,440	\$3,959	\$6,399

Table 3: 2019 Summary

Year of Expenditure Cost in Thousands of Dollars

Funding Type	Priority	Agency	Project Description	Phase	Federal Funds	State Funds	Local Funds	Total Funds
Section 5307	1	C-TRAN	Preventative Maintenance	All	\$5,200		\$1,300	\$6,500
	Section 5307 Program Totals					\$5,200	\$0	\$1,300
Section 5310	1	C-TRAN	ADA Expansion	All	\$330		\$83	\$413
	Section 5310 Program Totals					\$330	\$0	\$83
Section 5337	1	C-TRAN	Bus Replacement	All	\$102		\$26	\$128
	Section 5337 Program Totals					\$102	\$0	\$26
Section 5339	1	C-TRAN	Bus Replacement	All	\$533		\$133	\$666
	Section 5339 Program Totals					\$533	\$0	\$133
CMAQ	1	WSDOT	SR-503, Fourth Plain to Main ITS Device Infill	CN	\$275		\$60	\$335
	2	WSDOT	SR-14 ATIS Infill, I-5 to Evergreen	CN	\$753		\$258	\$1,010
	3	C-TRAN	Mill Plain TSP Phase II <i>Transit Signal Priority between I-5 and 164th Av.</i>	All	\$196		\$67	\$263
	4	WSDOT	Centralized Signal System <i>Implement shared signal controller application</i>	CN	\$149		\$51	\$200
	5	Vancouver	BRT Corridor Ft Vancouver/McLoughlin Sidewalk <i>Pedestrian improvements in vic. of Clark College</i>	CN	\$822		\$128	\$950
	6	Port of Vancouver	Port Connector Bike/Ped Path <i>Multi-use path from Port Office to Gateway Av.</i>	CN	\$500		\$300	\$800
	7	Clark County	Signal Timing, Evaluation, Verification, Enh. 2 <i>Signals, performance reports, data warehouse</i>	PE	\$102		\$35	\$137
	8	WSDOT	Centralized signal System Enhancement	PE	\$48		\$17	\$65
	9	Clark County	NE 68th Street Sidewalk, Hwy. 99 to County Limits	PE	\$150		\$100	\$250
	10	Vancouver	NW Neighborhood Connectivity Improvements	PE	\$145		\$54	\$199
CMAQ Program Totals					\$3,139	\$0	\$1,070	\$4,209
STP-Region STP-Urban	1	Vancouver	Mill Plain and 104th Av. Safety	CN	\$2,000		\$320	\$2,320
	2	Clark County	NE 119th Street East, 87th Av. to 112th Av. <i>Improve to 5 lane arterial w/sidewalk & Bike Lanes</i>	CN	\$1,300		\$5,293	\$6,593
	3	RTC	VAST/TSMO Coordination and Mgt.	PE	\$275		\$43	\$318
	4	RTC	UPWP & CMP Support	PE	\$300		\$47	\$347
STP-Rural	1	La Center	4th Street and Pacific Highway Roundabout	CN	\$692	\$681		\$1,373
	2	RTC	UPWP & CMP Support	PE	\$50		\$8	\$58
STP (Regional) Program Totals					\$4,617	\$681	\$5,711	\$11,008
TAP	1	Port of Vancouver	Columbia River Renaissance Trail Connection <i>Multi-use path from Port Office to Gateway Av.</i>	CN	\$485		\$3,515	\$4,000
	Transportation Alternatives Program Totals					\$485	\$0	\$3,515

Table 3 Continued: 2019 Summary

Year of Expenditure Cost in Thousands of Dollars

Funding Type	Priority	Agency	Project Description	Phase	Federal Funds	State Funds	Local Funds	Total Funds
HSIP	1	WSDOT	I-205 and SR-14 - Corridor Safety Imp.	PE	\$365		\$15	\$380
	1	WSDOT	SR-500/4th Plain Blvd, Intersection Safety Imp.	PE	\$68		\$3	\$71
	1	WSDOT	SR-500/NE Robinson Rd and NE 3rd St.-Safety	PE	\$125		\$5	\$130
	1	WSDOT	SR-503/NE 154th St. to SR-502-Median Barrier	CN	\$674		\$14	\$688
	1	WSDOT	Regionwide High Friction Surface Installation	PE	\$12		\$0	\$13
	1	WSDOT	SWR/Regionwide Shoulder Rumble Strip Install	PE	\$10		\$0	\$10
	1	WSDOT	SWR Regionwide Basic Safety - Guardrail	PE	\$21		\$1	\$22
	HSIP Totals					\$1,275	\$0	\$39
STP-State	1	WSDOT	Asphalt/Chip Seal Preservation	PE	\$56		\$2	\$58
	1	WSDOT	I-5/Woodland Vic at Horseshoe Lake-Upgrade Pump	CN	\$1,554		\$32	\$1,585
	1	WSDOT	SR-500/Burnt Bridge Creek to 4th Plain-ADA	CN	\$790		\$16	\$807
	STP-State Program Totals					\$2,400	\$0	\$50
NHPP	1	Vancouver	SE 164th/NE 162nd Av. NHS Asset Mgt. <i>Pavement Preservation Mill Plain to NE 18th St.</i>	CN	\$1,003		\$1,003	\$2,006
	1	WSDOT	Asphalt/Chip Seal Preservation	CN	\$7,808		\$156	\$7,964
	1	WSDOT	Clark County I-5 Ramp Paving-ADA	CN	\$641		\$13	\$654
	1	WSDOT	Concrete Roadway Preservation-Clark County	PE	\$497		\$20	\$517
	1	WSDOT	I-205 and SR-14 Ramp Paving-ADA	PE	\$44		\$2	\$46
	1	WSDOT	I-205/Mill Plain Interchange-Luminaire Replacement	PE	\$141		\$6	\$147
	1	WSDOT	I-205/SR-14 Interchange-Illumination Upgrade	CN	\$362		\$7	\$370
	1	WSDOT	I-205/SR-500 Interchange-Luminaire Replacement	PE	\$126		\$5	\$131
	1	WSDOT	I-5/E Fork Lewis River Bridge NB-Replace	RW	\$230		\$5	\$235
	1	WSDOT	I-5/Interstate Bridge-Restore Lift Span Lock Bar	PE	\$37		\$2	\$39
				CN	\$37		\$1	\$38
	1	WSDOT	I-5/NB Interstate Bridge-S. Tower Trunnion	PE	\$407		\$17	\$423
				CN	\$6,260		\$128	\$6,388
	1	WSDOT	SR-500/I-205 Overcrossing Bridge-Expansion Joints	CN	\$31		\$1	\$32
1	WSDOT	SR-501/I-5 to SW 26th St. Vic-ADA	CN	\$283		\$6	\$288	
NHPP Program Totals					\$17,906	\$0	\$1,371	\$19,277

Table 3 Continued: 2019 Summary

Year of Expenditure Cost in Thousands of Dollars

Funding Type	Priority	Agency	Project Description	Phase	Federal Funds	State Funds	Local Funds	Total Funds
State/Local	1	Battle Ground	SR-502/SR-503 Right Turn Lanes <i>Add right turn lanes North, east, and west legs</i>	RW CN		\$500 \$1,350	\$125	\$625 \$1,350
	1	Battle Ground	SR-503 Sharred Use Pathway <i>Shared paved pathway Main St. to Onsdorff</i>	CN		\$797	\$11	\$808
	1	Battle Ground	SW 1st Way Improvements <i>New 2 lane road from SW 12 Av. to SW 15th Av.</i>	RW CN		\$500 \$580		\$500 \$580
	1	Battle Ground	West Main Left Turn Pocket Re-Alignment <i>Realign Westbound to Southbound left turn pocket</i>	RW CN		\$10 \$25		\$10 \$25
	1	Camas	NW Brady Road, NW 16th Av. to NW 25th Av. <i>Improve to 3 lane arterial w/sidewalk & bike lanes</i>	CN		\$6,000		\$6,000
	1	WSDOT	SR-14 Access Improvements <i>Improve access on SR-14 at 15th and 32nd St.</i>	CN		\$4,900		\$4,900
	1	WSDOT	SR-14/I-205 to SE 164th Avenue-Auxiliary Lanes <i>Construct auxiliary lanes both directions</i>	RW		\$799		\$799
	1	WSDOT	SR-501/I-5 to Port of Vancouver <i>Reconstruct to allow movement of large vehicles</i>	CN		\$300		\$300
State/Local Totals					\$0	\$15,761	\$136	\$15,897

Table 4: 2020 Summary

Year of Expenditure Cost in Thousands of Dollars

Funding Type	Priority	Agency	Project Description	Phase	Federal Funds	State Funds	Local Funds	Total Funds
Section 5307	1	C-TRAN	Preventative Maintenance	All	\$5,200		\$1,300	\$6,500
	Section 5307 Program Totals					\$5,200	\$0	\$1,300
Section 5310	1	C-TRAN	ADA Expansion	All	\$330		\$83	\$413
	Section 5310 Program Totals					\$330	\$0	\$83
Section 5337	1	C-TRAN	Bus Replacement	All	\$102		\$26	\$128
	Section 5337 Program Totals					\$102	\$0	\$26
Section 5339	1	C-TRAN	Bus Replacement	All	\$533		\$133	\$666
	Section 5339 Program Totals					\$533	\$0	\$133
CMAQ	1	Battle Ground	Small Cities ATMS <i>Update signals Battle Ground, Camas, Washougal</i>	CN	\$276		\$95	\$371
	2	Clark County	Signal Timing, Evaluation, Verification, Enh. 2 <i>Signals, performance reports, data warehouse</i>	CN	\$240		\$83	\$323
	3	WSDOT	Centralized Signal System Enhancement	CN	\$287		\$98	\$385
	4	C-TRAN	Bus Replacement <i>(6-7) Hybrid Buses</i>	All	\$1,925		\$1,699	\$3,624
	5	Clark County	NE 134th Corridor Adaptive Traffic Signals	PE	\$95		\$26	\$121
	6	WSDOT	I-205 NB @ Mill Plain Ramp Meter	PE	\$48		\$17	\$65
	CMAQ Program Totals					\$2,871	\$0	\$2,018
STP-Region STP-Urban	1	Clark County	NE 119th Street East, 87th Av. to 112th Av. <i>Improve to 5 lane arterial w/sidewalk & Bike Lanes</i>	CN	\$1,800		\$0	\$1,800
	2	Vancouver	NE 137th Av. Corridor Completion <i>Improve to 3 lane with roundabouts</i>	RW	\$950		\$4,450	\$5,400
	3	RTC	Urban Freeway Corridors Operations Study <i>Analyze operation and system mgt. improvements</i>	PE	\$150		\$23	\$173
	4	Battle Ground	SW Eaton Boulevard, SR-503 to SW 20th Av. <i>Improve to 3 lane arterial w/sidewalk & bike lanes</i>	PE	\$346		\$54	\$400
	5	Clark County	NE 99th Street, NE 94th Av. to 117th Av.	PE	\$150		\$1,060	\$1,210
	6	RTC	VAST/TSMO Coordination and Mgt.	PE	\$325		\$51	\$376
	6	RTC	2020 Regional Household Travel Survey	PE	\$500		\$79	\$579
STP-Rural	6	RTC	UPWP & CMP Support	PE	\$340		\$53	\$393
	1	Clark County	NE Blair Rd, SR-500 to MP 2.47 <i>Resurface, guardrail, signing, and striping</i>	CN	\$1,000		\$1,685	\$2,685
	2	RTC	UPWP & CMP Support	PE	\$60		\$9	\$69
	STP (Regional) Program Totals					\$5,621	\$0	\$7,464

Table 4 Continued: 2020 Summary

Year of Expenditure Cost in Thousands of Dollars

Funding Type	Priority	Agency	Project Description	Phase	Federal Funds	State Funds	Local Funds	Total Funds
TAP	1	Ridgefield	Gee Creek Trail-Abrams Pk to Heron Dr.	CN	\$100		\$16	\$116
	2	Battle Ground	Chelatchie Prairie Rail with Trail-PH II <i>Paved path east of Grace Av. Main to City Limits</i>	PE	\$147		\$6	\$153
	Transportation Alternatives Program Totals					\$247	\$0	\$22
HSIP	1	WSDOT	SR-500/NE Robinson Rd and NE 3rd St.-Safety	CN	\$1,463		\$30	\$1,493
	1	WSDOT	SR-503/NE 154th St. to SR-502-Median Barrier	CN	\$1,297		\$26	\$1,323
	1	WSDOT	Regionwide High Friction Surface Installation	CN	\$110		\$2	\$113
	1	WSDOT	SWR/Regionwide Shoulder Rumble Strip Install	CN	\$88		\$2	\$90
	HSIP Totals					\$2,959	\$0	\$60
STP-State	1	WSDOT	Concrete Roadway Preservation-Clark County	CN	\$1,978		\$0	\$1,978
	1	WSDOT	I-205 and SR-14 - Corridor Safety Imp.	CN	\$3,711		\$76	\$3,787
	1	WSDOT	SWR Regionwide Basic Safety - Guardrail	CN	\$195		\$4	\$199
	STP-State Program Totals					\$5,885	\$0	\$80
NHPP	1	WSDOT	Concrete Roadway Preservation-Clark County	CN	\$18,495		\$409	\$18,905
	1	WSDOT	I-205 and SR-14 Ramp Paving-ADA	PE	\$56		\$2	\$59
				CN	\$359		\$7	\$366
	1	WSDOT	I-205/Mill Plain Interchang-Luminaire Replacement	CN	\$726		\$15	\$741
	1	WSDOT	SR-500/4th Plain Blvd, Intersection Safety Imp.	CN	\$673		\$14	\$687
	1	WSDOT	SR-500/I-205 Overcrossing Bridge-Expansion Joints	CN	\$151		\$3	\$154
	1	WSDOT	SR-501/I-5 to SW 26th St. Vic-ADA	CN	\$1,699		\$35	\$1,733
NHPP Program Totals					\$22,159	\$0	\$485	\$22,645
State/Local	1	Battle Ground	NW 12th Av./NW 1st St. Right Turn Lane <i>Add SB right turn lane</i>	PE		\$30		\$30
	1	Battle Ground	NW 15th Av/W Main St. Intersection Imp. <i>Widen to 4 lanes w/dual left turn lanes</i>	PE		\$85		\$85
	1	Battle Ground	NW 5th Street <i>New urban collector SR-503 to N. Parkway Av.</i>	PE		\$200		\$200
	1	Vancouver	NW Neighborhood Connectivity Improvements <i>Improve bike and pedestrian connections</i>	RW			\$36	\$36
	1	WSDOT	SR-501/I-5 to Port of Vancouver <i>Reconstruct to allow movement of large vehicles</i>	CN		\$4,700		\$4,700
	State/Local Program Totals					\$0	\$5,015	\$36

Table 5: 2021 Summary

Year of Expenditure Cost in Thousands of Dollars

Funding Type	Priority	Agency	Project Description	Phase	Federal Funds	State Funds	Local Funds	Total Funds	
Section 5307	1	C-TRAN	Preventative Maintenance	All	\$5,200		\$1,300	\$6,500	
	Section 5307 Program Totals					\$5,200	\$0	\$1,300	\$6,500
Section 5310	1	C-TRAN	ADA Expansion	All	\$330		\$83	\$413	
	Section 5310 Program Totals					\$330	\$0	\$83	\$413
Section 5337	1	C-TRAN	Bus Replacement	All	\$102		\$26	\$128	
	Section 5337 Program Totals					\$102	\$0	\$26	\$128
Section 5339	1	C-TRAN	Bus Replacement	All	\$533		\$133	\$666	
	Section 5339 Program Totals					\$533	\$0	\$133	\$666
CMAQ	1	Clark County	NE 134th Corridor Adaptive Traffic Signals <i>Add adaptive traffic software and cameras</i>	CN	\$523		\$144	\$667	
	2	WSDOT	I-205 NB @ Mill Plain Ramp Meter <i>Install ramp meters, mast arms, signals, camera</i>	CN	\$298		\$102	\$400	
	3	Clark County	System Wide Signal Enhancement <i>Integrate data streams into a dashboard</i>	PE	\$471		\$129	\$600	
	4	C-TRAN	Bus Replacement <i>(4) Electric Buses</i>	All	\$1,100		\$1,369	\$2,469	
	CMAQ Program Totals					\$2,392	\$0	\$1,744	\$4,136
STP-Regional STP-Urban	1	Vancouver	SE 1st Street, 162nd Av. to 192nd Av. <i>Widen to 3 lanes from 164th Av. to 177th Av.</i>	CN	\$1,858		\$8,142	\$10,000	
	2	Clark County	<i>Highway 99 Corridor Improvements</i> <i>Highway 99/NE 99th St. Intersection Improvement</i>	CN	\$1,000		\$818	\$1,818	
	3	Battle Ground	SW Eaton Boulevard, SR-503 to SW 20th Av. <i>Improve to 3 lane arterial w/sidewalk & bike lanes</i>	RW	\$825		\$129	\$954	
	4	Clark County	NE 99th Street, NE 94th Av. to 117th Av. <i>Construct to arterial standard</i>	CN	\$1,400		\$9,800	\$11,200	
	5	RTC	VAST/TSMO Coordination and Mgt.	PE	\$350		\$55	\$405	
	STP-Rural	5	RTC	UPWP & CMP Support	PE	\$385		\$60	\$445
		1	RTC	UPWP & CMP Support	PE	\$65		\$10	\$75
STP (Regional) Program Totals					\$5,883	\$0	\$19,014	\$24,897	
TAP	Transportation Alternatives Program Totals				\$0	\$0	\$0	\$0	
HSIP	1	WSDOT	SWR/Regionwide High Friction Surface Installation	PE	\$12		\$1	\$13	
	HSIP Program Totals					\$12	\$0	\$1	\$13
STP-State	STP-State Program Totals				\$0	\$0	\$0	\$0	

Table 5 Continued: 2021 Summary

Year of Expenditure Cost in Thousands of Dollars

Funding Type	Priority	Agency	Project Description	Phase	Federal Funds	State Funds	Local Funds	Total Funds	
NHPP	1	WSDOT	21-23 SWR Regionwide Basic Safety-Guardrail	CN	\$13		\$1	\$14	
	1	WSDOT	21-23 SWR Regionwide Basic Safety-Signing	PE	\$30		\$1	\$31	
	1	WSDOT	Asphalt/Chip Seal Preservation	PE	\$1,957		\$78	\$2,035	
	1	WSDOT	Concrete Roadway Preservation-Clark County	PE	\$163		\$7	\$169	
	1	WSDOT	I-205/Mill Plain Interchang-Luminaire Replacement	CN	\$243		\$5	\$248	
	1	WSDOT	I-205/SR-500 Interchange-Luminaire Replacement	PE	\$102		\$4	\$106	
	1	WSDOT	I-5/E Fork Lewis River Bridge NB-Replace	CN	\$84		\$2	\$86	
	1	WSDOT	SW Region-Replace Rural Weather Info Systems	PE	\$19		\$1	\$20	
	NHPP Program Totals					\$2,611	\$0	\$98	\$2,710
State/Local	1	Battle Ground	Chelatchie Prairie Rail with Trail-PH II	RW		\$80		\$80	
	1	Battle Ground	NW 12th Av./NW 1st St. Right Turn Lane <i>Add SB right turn lane</i>	RW CN		\$20 \$450		\$20 \$450	
	1	Battle Ground	NW 15th Av/W Main St. Intersection Imp. <i>Widen to 4 lanes w/dual left turn lanes</i>	RW CN		\$200 \$565		\$200 \$565	
	1	Battle Ground	NW 5th Street <i>New urban collector SR-503 to N. Parkway Av.</i>	RW CN		\$300 \$1,500		\$300 \$1,500	
	1	Clark County	NE 68th Street Sidewalk <i>Southside sidewalk, Highway 99 to Vancouver CL</i>	RW			\$300	\$300	
	1	Clark County	NE 99th Street, NE 94th Av. to 117th Av. <i>Construct to arterial standard</i>	RW			\$2,159	\$2,159	
	1	WSDOT	SR-14/I-205 to SE 164th Avenue-Auxiliary Lanes <i>Construct auxiliary lanes both directions</i>	RW CN		\$201 \$1,500		\$201 \$1,500	
	State/Local Program Totals					\$0	\$4,816	\$2,459	\$7,275

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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	4463(001)		BG13-02	28	0.240	CE	No	East Main Street	SE Rasmussen Boulevard	1,083,000	

Chelatchie Prairie Rail with Trail

Construct a paved shared trail adjacent to the existing railroad tracks.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2018		TAP(UL)	225,000			0	758,000	983,000
Project Totals				225,000			0	758,000	983,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	983,000	0	0	0	0
Totals	983,000	0	0	0	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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			BG14-01	28	0.700	CE	Yes	Main Street	City Limits	1,686,431	

Chelatchie Prairie Rail with Trail - PH II

Construct a paved shared trail adjacent to the existing railroad tracks.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2020		TAP(UL)	147,000			0	6,000	153,000
RW	2021			0			0	80,000	80,000
Project Totals				147,000			0	86,000	233,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	153,000	0	0
RW	0	0	0	80,000	0
Totals	0	0	153,000	80,000	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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			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 Funds	Local Funds	Total
				State Fund Code				
PE	2020			0	CWA	30,000	0	30,000
RW	2021			0	CWA	20,000	0	20,000
CN	2021			0	CWA	450,000	0	450,000
Project Totals				0		500,000	0	500,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	25,000	5,000	0
RW	0	0	0	20,000	0
CN	0	0	0	300,000	150,000
Totals	0	0	25,000	325,000	150,000

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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			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 Funds	Local Funds	Total
				State Fund Code				
PE	2020			0	CWA	85,000	0	85,000
RW	2021			0	CWA	200,000	0	200,000
CN	2021			0	CWA	565,000	0	565,000
Project Totals				0		850,000	0	850,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	70,000	15,000	0
RW	0	0	0	200,000	0
CN	0	0	0	400,000	165,000
Totals	0	0	70,000	615,000	165,000

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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 Funds	Local Funds	Total
				State Fund Code				
PE	2020			0	CWA	200,000	0	200,000
RW	2021			0	CWA	300,000	0	300,000
CN	2021			0	CWA	1,500,000	0	1,500,000
Project Totals				0		2,000,000	0	2,000,000

Expenditure Schedule

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

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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	371,400	

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	0	0	371,400	0	0
Totals	0	0	371,400	0	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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	2,391,400	

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	2019				0	CWA	500,000	125,000	625,000
CN	2019				0	CWA	1,350,000	0	1,350,000
Project Totals					0		1,850,000	125,000	1,975,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	0	625,000	0	0	0
CN	0	1,000,000	350,000	0	0
Totals	0	1,625,000	350,000	0	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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 Funds	Local Funds	Total
				State Fund Code				
RW	2018			0	Ped/Bike Program	10,000	1,800	11,800
CN	2019			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	0	807,707	0	0	0
Totals	11,800	807,707	0	0	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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	2019			0	CWA	500,000	0	500,000
CN	2019			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.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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			BG18-01	03	0.660	CE	Yes	east of SR 503	west of SW 20th Avenue	5,853,757	

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2020		STP(UL)	346,000			0	54,000	400,000
RW	2021		STP(UL)	825,000			0	128,757	953,757
Project Totals				1,171,000			0	182,757	1,353,757

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	4,000,000	0	0
RW	0	0	0	953,757	0
Totals	0	0	4,000,000	953,757	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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	Yes	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
			Federal	Fund Code				
RW	2019				CWA	10,000	0	10,000
CN	2019				CWA	25,000	0	25,000
Project Totals			0			35,000	0	35,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	0	10,000	0	0	0
CN	0	25,000	0	0	0
Totals	0	35,000	0	0	0

Agency Totals for Battle Ground	Federal Funds		State Funds	Local Funds	Total
	Federal	Fund Code			
	1,819,000		7,121,707	1,259,957	10,200,664

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

County: Clark

Agency: C-TRAN

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-02801	23	0.000	CE	No	District Wide	District Wide	2,479,138	

ADA Expansion

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
ALL	2018		5310	993,310			0	248,328	1,241,638
ALL	2019		5310	330,000			0	82,500	412,500
ALL	2020		5310	330,000			0	82,500	412,500
ALL	2021		5310	330,000			0	82,500	412,500
Project Totals				1,983,310			0	495,828	2,479,138

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	1,241,638	412,500	412,500	412,500	0
Totals	1,241,638	412,500	412,500	412,500	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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	10,515,112	

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 Funds	Local Funds	Total
				Federal	State Fund Code			
ALL	2018		5339			0	191,523	957,613
ALL	2018		5337			0	36,700	183,499
ALL	2018		CMAQ			0	180,000	900,000
ALL	2019		5337			0	25,500	127,500
ALL	2019		5339			0	133,250	666,250
ALL	2020		5339			0	133,250	666,250
ALL	2020		5337			0	25,500	127,500
ALL	2020		CMAQ			0	1,699,250	3,624,250
ALL	2021		5339			0	133,250	666,250
ALL	2021		5337			0	25,500	127,500
ALL	2021		CMAQ			0	1,368,500	2,468,500
Project Totals						0	3,952,223	10,515,112

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

County: Clark

Agency: C-TRAN

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	2,041,112	793,750	4,418,000	3,262,250	0
Totals	2,041,112	793,750	4,418,000	3,262,250	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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			WA-08447	23	9.300	CE	No	I-5	Fisher's Landing TC	262,500	

Mill Plain TSP Phase II

Implement traffic signal priority on remaining intersections along Mill Plain between the I-5 Southbound ramps and 164th Ave and to extend traffic signal priority onto 164th to the Fisher's Landing Transit Center.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
ALL	2019		CMAQ	195,500		0	67,000	262,500
Project Totals				195,500		0	67,000	262,500

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	195,555	0	0	0
Totals	0	195,555	0	0	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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	29,702,656	

Preventative Maintenance

For maintenance of transit assets.

Funding

Phase	Start Date	Federal Funds		State Fund Code	State Funds	Local Funds	Total
		Federal	Fund Code				
ALL	2018		5307		0	2,040,531	10,202,656
ALL	2019		5307		0	1,300,000	6,500,000
ALL	2020		5307		0	1,300,000	6,500,000
ALL	2021		5307		0	1,300,000	6,500,000
Project Totals					0	5,940,531	29,702,656

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	10,202,656	6,500,000	6,500,000	6,500,000	0
Totals	10,202,656	6,500,000	6,500,000	6,500,000	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for C-TRAN	32,503,824	0	10,455,582	42,959,406

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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	7027(003)		01-2015	04	0.630	CE	Yes	NW 16th Avenue	500' N of NW 25th Ave	7,400,000	

NW Brady Road Improvements

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

Funding

Phase	Start Date	Federal Funds		State Fund Code	State Funds	Local Funds	Total
		Federal	Fund Code				
RW	2018				0	800,000	800,000
CN	2019			CWA	6,000,000	0	6,000,000
Project Totals					6,000,000	800,000	6,800,000

Expenditure Schedule

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

		Federal Funds		State Funds	Local Funds	Total
Agency Totals for Camas			0	6,000,000	800,000	6,800,000

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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-10673	05	2.900	CE	No	NE 78th Street	NE 134th Street	4,330,000	

Highway 99 - Pavement Improvements

Major items of work include pavement repairs, preleveling, applying a Hot Mix Asphalt (HMA) overlay, bringing existing median c-curbing up to current standards and addressing ADA facilities, as needed.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2018		NHPP	172,000			0	28,000	200,000
CN	2018		NHPP	3,551,000			0	579,000	4,130,000
Project Totals				3,723,000			0	607,000	4,330,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	200,000	0	0	0	0
CN	130,000	4,000,000	0	0	0
Totals	330,000	4,000,000	0	0	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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	4,847,000	

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 median to improve congestion and safety.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2018			0		0	2,242,000	2,242,000
CN	2021		STP(UL)	1,000,000		0	818,000	1,818,000
Project Totals				1,000,000		0	3,060,000	4,060,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	242,000	1,000,000	1,000,000	0	0
CN	0	0	0	1,500,000	318,000
Totals	242,000	1,000,000	1,000,000	1,500,000	318,000

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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-08889	03	1.330	CE	Yes	NE 87th Ave	NE 112th Ave	12,395,000	

NE 119th Street East

Improve road to a standard four lane road with center turn lane, sidewalks, bike lanes, stormwater collection/treatment, and environmental mitigation/improvements. Utilities will be installed and/or improved.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2019		STP(UL)	1,300,000			0	5,293,000	6,593,000
CN	2020		STP(UL)	1,800,000			0	0	1,800,000
Project Totals				3,100,000			0	5,293,000	8,393,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	4,000,000	4,377,000	0	0
Totals	0	4,000,000	4,377,000	0	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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 Funds	Local Funds	Total
				Federal	State Fund Code			
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	0	0	0	121,000	0
CN	0	0	0	167,000	500,000
Totals	0	0	0	288,000	500,000

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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-10683	44	1.050	CE	Yes	Highway 99	Vancouver City Limit	2,129,000	

NE 68th Street Sidewalk

Design sidewalk on one side of street for entire length. Construct the highest priority segment, as determined in the design phase.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2019		CMAQ	150,000			0	100,000	250,000
RW	2021			0			0	300,000	300,000
Project Totals				150,000			0	400,000	550,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	250,000	0	0	0
RW	0	0	0	300,000	0
Totals	0	250,000	0	300,000	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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	14,569,000	

NE 99th Street

Reconstruct existing roadway to arterial standard matching up to existing improvements at SR-503. Extend missing segment of roadway across the landfill to meet NE 94th Avenue.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2020		STP(UL)	150,000			0	1,060,000	1,210,000
RW	2021			0			0	2,159,000	2,159,000
CN	2021		STP(UL)	1,400,000			0	9,800,000	11,200,000
Project Totals				1,550,000			0	13,019,000	14,569,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	700,000	360,000	150,000	0	0
RW	0	1,100,000	1,059,000	0	0
CN	0	0	0	5,600,000	5,600,000
Totals	700,000	1,460,000	1,209,000	5,600,000	5,600,000

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
07			WA-09401	05	2.470	CE	Yes	SR-500	MP 2.47	3,355,000	

NE Blair Road

Resurface road, install guardrail and bridge rail, signing, striping and slide mitigation.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2020		STP(R)	1,000,000			0	1,685,000	2,685,000
Project Totals				1,000,000			0	1,685,000	2,685,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	0	2,685,000	0	0
Totals	0	0	2,685,000	0	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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-09366	44	11.250	CE	No	NE 25th Ave	NE Ward Rd	460,000	

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 Funds	Local Funds	Total
				Federal	State Fund Code			
PE	2019		CMAQ	102,000		0	35,000	137,000
CN	2020		CMAQ	240,000		0	83,000	323,000
Project Totals				342,000		0	118,000	460,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	137,000	0	0	0
CN	0	0	13,000	310,000	0
Totals	0	137,000	13,000	310,000	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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

All-PE software project. No construction phase.

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	0	0	290,000	310,000
Totals	0	0	0	290,000	310,000

	Federal Funds		State Funds	Local Funds	Total
Agency Totals for Clark Co.		11,954,000	0	24,481,000	36,435,000

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

County: Clark

Agency: La Center

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
07	D063(003)		WA-04003	03	0.120	CE	No	Pacific Highway	Pacific Highway	1,587,400	

4th St and Pacific Highway Roundabout

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal Funds	State Fund Code			
CN	2019		STP(R)	692,000	TIB	680,930	0	1,372,930
Project Totals				692,000		680,930	0	1,372,930

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	1,372,930	0	0	0
Totals	0	1,372,930	0	0	0

Agency Totals for La Center	Federal Funds		State Funds	Local Funds	Total
	Federal Funds	State Funds			
	692,000	680,930	680,930	0	1,372,930

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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
			Federal	Funds				
CN	2019	TAP(UL)		485,000		0	3,515,000	4,000,000
Project Totals				485,000		0	3,515,000	4,000,000

Expenditure Schedule

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

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

County: Clark

Agency: Port of Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14	1350(024)		WA-05750	28	0.330	CE	No	Port Office	Gateway Av.	893,811	

Port Connector Bike/Ped Path

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

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Fund Code				
CN	2019	CMAQ	500,000			0	300,000	800,000
Project Totals			500,000			0	300,000	800,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	800,000	0	0	0
Totals	0	800,000	0	0	0

Agency Totals for Port of Vancouver	Federal Funds		State Funds	Local Funds	Total
	Federal	Fund Code			
	985,000		0	3,815,000	4,800,000

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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	115,607	

Gee Creek Trail-Abrams Park to Heron Drive

Pave existing pedestrian and bicycle trail between Abrams Park and Heron Drive.

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	0	115,607	0	0	0
Totals	0	115,607	0	0	0

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

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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
PE	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
PE	0	0	578,500	0	0
Totals	0	0	578,500	0	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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	1,387,284	

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 Funds	Local Funds	Total
				Fund Code	Federal Funds			
PE	2019		STP(UL)		300,000	0	46,821	346,821
PE	2019		STP(R)		50,000	0	7,803	57,803
PE	2020		STP(UL)		340,000	0	53,064	393,064
PE	2020		STP(R)		60,000	0	9,364	69,364
PE	2021		STP(UL)		385,000	0	60,087	445,087
PE	2021		STP(R)		65,000	0	10,145	75,145
Project Totals					1,200,000	0	187,284	1,387,284

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	404,624	462,428	520,232	0
Totals	0	404,624	462,428	520,232	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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-09454	18		CE	No	County Wide	County Wide	173,410	

Urban Freeway Corridors Operations Study

Analyze near-term operational and system management improvements on freeways in the Vancouver region that could serve to make the transportation system operate more efficiently and predictably.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2020		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
PE	0	0	173,410	0	0
Totals	0	0	173,410	0	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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	1,098,642	

VAST/TSMO Coordination and Management

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
PE	2019		STP(UL)	275,000		0	42,919	317,919
PE	2020		STP(UL)	325,000		0	50,723	375,723
PE	2021		STP(UL)	350,000		0	55,000	405,000
Project Totals				950,000		0	148,642	1,098,642

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	317,919	375,723	405,000	0
Totals	0	317,919	375,723	405,000	0

Agency Totals for RTC	Federal Funds		State Funds	Local Funds	Total
	Federal	State			
Agency Totals for RTC	2,800,000		0	437,836	3,237,836

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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	9906(047)		WA-08176	28	0.200	CE	No	G Street	Clark College Entrance	1,075,100	

BRT Corridor Fort Vancouver Way/Mcloughlin Sidewalk Infill and Pedestrian Signal Upgrade

Install sidewalks, curb ramps, and HAWK signal in the vicinity of Clark College in order to provide improved pedestrian access to proposed BRT along Fort Vancouver Way.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2019		CMAQ	821,800		0	128,300	950,100
Project Totals				821,800		0	128,300	950,100

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	950,100	0	0	0
Totals	0	950,100	0	0	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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-10652	05	1.100	CE	No	Interstate 5	Grand Boulevard	1,350,000	

East Mill Plain Blvd. NHS Asset Management Program

Mill and inlay, Type 3 micro-surfacing, ADA curb ramp upgrades, and replace signal detection as needed.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2018		NHPP	665,000			0	665,000	1,330,000
Project Totals				665,000			0	665,000	1,330,000

Expenditure Schedule

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

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

County: Clark

Agency: Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14	4228(002)		WA-05816	28	1.100	CE	Yes	SE Chelsea Avenue	SE Image Road	1,200,000	

Evergreen Trail

Build pervious asphalt path along Evergreen Highway.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal Funds	State Fund Code			
RW	2018			0		0	350,000	350,000
Project Totals				0		0	350,000	350,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	350,000	0	0	0	0
Totals	350,000	0	0	0	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

County: Clark

Agency: Vancouver

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

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

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2019		STP(UL)	2,000,000			0	320,000	2,320,000
Project Totals				2,000,000			0	320,000	2,320,000

Expenditure Schedule

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

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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-08177	44	4.300	CE	No	Andresen Road	155th Avenue	97,600	

Mill Plain Boulevard Arrival on Green Improvement Project

Install signal equipment at multiple signalized intersections along Mill Plain Boulevard from Andresen to 155th Avenue. The new equipment help improve signal coordination along the corridor.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2018		CMAQ	72,700		0	24,900	97,600
Project Totals				72,700		0	24,900	97,600

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	97,600	0	0	0	0
Totals	97,600	0	0	0	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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
RW	2020		STP(UL)	950,000			0	4,450,000	5,400,000
Project Totals				950,000			0	4,450,000	5,400,000

Expenditure Schedule

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

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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			WA-10655	28	0.750	CE	Yes	NW 43rd Street	NW 53rd Street	928,055	

NW Neighborhood Connectivity Improvements

Grant funds are for design only. Design sidewalk/path in the vicinity of Lincoln Avenue and NW 53rd Street. Design 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
PE	2019		CMAQ		145,000		0	54,000	199,000
RW	2020				0		0	36,210	36,210
Project Totals					145,000		0	90,210	235,210

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	199,000	0	0	0
RW	0	0	36,210	0	0
Totals	0	199,000	36,210	0	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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-10653	05	1.250	CE	No	Mill Plain Boulevard	NE 18th Street	2,026,000	

SE 164th/NE 162nd Avenue NHS Asset Management Program

Mill and inlay, pavement repair, ADA curb ramp upgrades, and replace signal detection as needed.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2019		NHPP	1,003,000			0	1,003,000	2,006,000
Project Totals				1,003,000			0	1,003,000	2,006,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	2,006,000	0	0	0
Totals	0	2,006,000	0	0	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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	13,200,000	

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

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

Phase 2 construction is unfunded from 177th Avenue to 192nd Avenue. Phase 2 will be a 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	2021	STP(UL)		1,857,600		0	8,142,400	10,000,000
Project Totals				1,857,600		0	8,142,400	10,000,000

Expenditure Schedule

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

Agency Totals for Vancouver	Federal Funds		State Funds	Local Funds	Total
		7,515,100	0	15,173,810	22,688,910

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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 Outside, CWCG, 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	2021		NHPP	13,120		0	547	13,667
Project Totals				13,120		0	547	13,667

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	7,011	6,656
CN	0	0	0	0	146,638
Totals	0	0	0	7,011	153,294

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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 outside, CWCG, 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	2021		NHPP	30,000			0	1,250	31,250
Project Totals				30,000			0	1,250	31,250

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	5,255	25,995
CN	0	0	0	0	352,500
Totals	0	0	0	5,255	378,495

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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	21,753,333	

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 Funds	Local Funds	Total
				Fund Code	Funds			
PE	2018		NHPP		364,599	0	18,771	383,370
PE	2018		STP		104,676	0	0	104,676
PE	2019		STP		55,843	0	2,234	58,077
PE	2021		NHPP		1,957,062	0	78,282	2,035,344
CN	2018		STP		4,632,412	0	92,648	4,725,060
CN	2019		NHPP		7,807,828	0	156,157	7,963,985
Project Totals					14,922,420	0	348,092	15,270,512

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	488,046	58,077	0	2,035,344	0
CN	4,725,060	7,963,985	0	0	0
Totals	5,213,106	8,022,062	0	2,035,344	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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		400018Q	400018Q06	44		CE	No	N/A	N/A	200,000	

Centralized Signal System - Joint ATMS throughout Clark County

Purchase and implement a signal controller application that will operate with our partners' assets and equipment.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Funds				
CN	2019	CMAQ		149,000		0	51,000	200,000
Project Totals				149,000		0	51,000	200,000

Expenditure Schedule

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

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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		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
PE	2019		CMAQ	48,000			0	17,000	65,000
CN	2020		CMAQ	287,000			0	98,000	385,000
Project Totals				335,000			0	115,000	450,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	65,000	0	0	0
CN	0	0	385,000	0	0
Totals	0	65,000	385,000	0	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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	756,640	

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	2018		NHPP	98,592			0	4,108	102,700
CN	2019		NHPP	640,861			0	13,079	653,940
Project Totals				739,453			0	17,187	756,640

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	72,445	30,255	0	0	0
CN	0	653,940	0	0	0
Totals	72,445	684,195	0	0	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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		WPSWRT C	WPSWRTC06	05		CE	No	Various	Various	24,923,251	

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
			Federal	Funds				
PE	2018	STP		130,366		0	5,215	135,581
PE	2019	NHPP		497,059		0	19,882	516,941
PE	2021	NHPP		162,876		0	6,515	169,391
CN	2020	NHPP		18,495,055		0	409,459	18,904,514
CN	2020	STP		1,977,913		0	0	1,977,913
Project Totals				21,263,269		0	441,071	21,704,340

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	135,581	516,941	0	169,391	0
CN	0	0	20,882,427	0	3,218,911
Totals	135,581	516,941	20,882,427	169,391	3,218,911

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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		400019I	400019I06	21		CE	No	Various	Various	4,167,100	

I-205 and SR 14 - Corridor Safety Improvements

Improve safety in the urban area with signing, striping, ramp metering, active lane management, or variable speeds.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2019		HSIP	364,896			0	15,204	380,100
CN	2020		STP	3,711,260			0	75,740	3,787,000
Project Totals				4,076,156			0	90,944	4,167,100

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	78,730	301,370	0	0
CN	0	0	2,044,673	1,742,327	0
Totals	0	78,730	2,346,043	1,742,327	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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		400020D	400020D06	28		CE	No	Various	Various	470,500	

I-205 and SR-14 Ramp Paving - ADA

Upgrade ADA facilities within the limits of the companion paver.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
PE	2019		NHPP	43,860		0	1,827	45,687
PE	2020		NHPP	56,364		0	2,349	58,713
CN	2020		NHPP	358,778		0	7,322	366,100
Project Totals				459,002		0	11,498	470,500

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	97,721	6,679	0	0
CN	0	0	340,905	25,195	0
Totals	0	97,721	347,584	25,195	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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	1.050	CE	No	27.93	28.98	1,135,635	

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 Funds	Local Funds	Total
				Federal Funds	State Fund Code			
PE	2019		NHPP	140,760		0	5,865	146,625
CN	2020		NHPP	726,424		0	14,825	741,249
CN	2021		NHPP	242,806		0	4,955	247,761
Project Totals				1,109,990		0	25,645	1,135,635

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	16,290	130,335	0	0
CN	0	0	27,230	961,780	0
Totals	0	16,290	157,565	961,780	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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		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
PE	2020		CMAQ	48,400			0	16,600	65,000
CN	2021		CMAQ	298,000			0	102,000	400,000
Project Totals				346,400			0	118,600	465,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	65,000	0	0
CN	0	0	0	400,000	0
Totals	0	0	65,000	400,000	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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		420513I	420513I06	44	0.850	CE	No	26.84	27.69	1,748,890	

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	2018		NHPP	1,206,182			0	24,616	1,230,798
CN	2019		NHPP	362,112			0	7,390	369,502
Project Totals				1,568,294			0	32,006	1,600,300

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	37,712	1,562,588	0	0	0
Totals	37,712	1,562,588	0	0	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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	3,489,600	

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	2019		NHPP	125,522			0	5,230	130,752
PE	2021		NHPP	101,998			0	4,250	106,248
Project Totals				227,520			0	9,480	237,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	8,172	81,720	81,720	65,388
CN	0	0	0	0	3,252,600
Totals	0	8,172	81,720	81,720	3,317,988

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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		400512R	400512R06	11	1.800	CE	Yes	17.20	19.00	48,646,350	

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 Funds	Local Funds	Total
				Federal	State Fund Code			
RW	2019		NHPP	229,908		0	4,692	234,600
CN	2021		NHPP	84,335		0	1,721	86,056
Project Totals				314,243		0	6,413	320,656

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	0	86,707	122,624	25,269	0
CN	0	0	0	7,587,687	36,590,313
Totals	0	86,707	122,624	7,612,956	36,590,313

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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		400019R	400019R06	44		CE	No	Various	Various	475,000	

I-5/I-205 Urban Ramp Meter - Phase 1

Reconstruction of on-ramp areas to provide for ramp metering

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2018			0			0	415,000	415,000
Project Totals				0			0	415,000	415,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	415,000	0	0	0	0
Totals	415,000	0	0	0	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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		400519B	400519B06	47	0.270	CE	No	0.00	0.27	77,221	

I-5/Interstate Bridge - Restore Lift Span Lock Bar Bearing Clearances

Restore bearing clearances and design of rocker bearing rehabilitation. This includes WSDOT's portion of 50% of the total, which is shared with ODOT.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2019		NHPP	37,405		0	1,558	38,963
CN	2019		NHPP	37,493		0	765	38,258
Project Totals				74,898		0	2,323	77,221

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	38,963	0	0	0
CN	0	38,258	0	0	0
Totals	0	77,221	0	0	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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		400518C	400518C06	47	0.270	CE	No	0.00	0.27	132,973	

I-5/Interstate Bridge - Restore Load Shoe Clearances on Span 5

Restore load shoe clearances on Span 5. This includes WSDOT's portion of 50% of the total, which is shared with ODOT.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Fund Code				
CN	2018	NHPP		130,313		0	2,660	132,973
Project Totals				130,313		0	2,660	132,973

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	132,973	0	0	0	0
Totals	132,973	0	0	0	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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	0051(299)	400518T	400518T06	40	0.270	CE	No	0	0.27	8,222,883	

I-5/NB Interstate Bridge - South Tower Trunnion Replacement

Replace the lift span trunnion shaft on the south tower. This includes WSDOT's portion of 50% of the total, which is shared with ODOT.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2018		NHPP	554,646			0	23,110	577,756
PE	2019		NHPP	406,552			0	16,940	423,492
CN	2018		NHPP	343,000			0	7,000	350,000
CN	2019		NHPP	6,259,882			0	127,753	6,387,635
Project Totals				7,564,080			0	174,803	7,738,883

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	754,356	246,892	0	0	0
CN	0	600,000	6,050,000	87,635	0
Totals	754,356	846,892	6,050,000	87,635	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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(300)	400516S	400516S06	44	0.770	CE	No	15.04	15.81	4,025,000	

I-5/Ridgefield Port of Entry - Scale House Reconstruction

Rehabilitate the existing scale house and upgrade the inspection pits at the Port of Entry on I-5 NB.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Fund Code				
CN	2018	NHPP	3,430,000			0	70,000	3,500,000
Project Totals			3,430,000			0	70,000	3,500,000

Expenditure Schedule

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

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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	2,763,603	

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
RW	2018	STP	11,015		0	224	11,239
CN	2018	STP	490,001		0	10,000	500,001
CN	2019	STP	1,553,730		0	31,709	1,585,439
Project Totals			2,054,746		0	41,933	2,096,679

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	11,239	0	0	0	0
CN	0	500,000	1,585,439	0	0
Totals	11,239	500,000	1,585,439	0	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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		400019V	400019V06	44		CE	No	Various	Various	150,000	

Regional Video Sharing

Additional equipment for traffic operations video sharing

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2018			0		0	150,000	150,000
Project Totals				0		0	150,000	150,000

Expenditure Schedule

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

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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		400014I	400014I06	44		CE	No	Various	Various	92,500	

Southwest Region - Replace Rural Weather Information Systems and Cameras

Replace rural weather information systems and cameras. See records for RTC outside 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	2021	NHPP	19,200		0	800	20,000
Project Totals			19,200		0	800	20,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	7,180	12,820
CN	0	0	0	0	72,500
Totals	0	0	0	7,180	85,320

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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		401418I	401418I06	03	2.060	CE	Yes	15.48	17.54	7,500,000	

SR 14 Access Improvements

This project will make access improvements along the SR 14 corridor at 15th and 32nd Streets, and complete an access options study in the vicinity of 27th St.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
RW	2018				0	CWA	1,400,000	0	1,400,000
CN	2019				0	CWA	4,900,000	0	4,900,000
Project Totals					0		6,300,000	0	6,300,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	659,337	740,663	0	0	0
CN	0	2,665,405	2,234,595	0	0
Totals	659,337	3,406,068	2,234,595	0	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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		401417Q	401417Q06	44	3.200	CE	No	0	3.20	1,100,000	

SR 14 ATIS Infill; I-5 to Evergreen

Install fiber optic communication link, data stations and cameras.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2018		CMAQ	67,000			0	23,000	90,000
CN	2019		CMAQ	752,500			0	257,500	1,010,000
Project Totals				819,500			0	280,500	1,100,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	90,000	0	0	0	0
CN	0	1,010,000	0	0	0
Totals	90,000	1,010,000	0	0	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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	13	3.000	CE	Yes	5.50	8.50	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 Funds	Local Funds	Total
				State Fund Code				
RW	2019			0	CWA	799,284	0	799,284
RW	2021			0	CWA	200,716	0	200,716
CN	2021			0	CWA	1,500,000	0	1,500,000
Project Totals				0		2,500,000	0	2,500,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	0	55,211	479,775	520,225	0
CN	0	0	0	1,500,000	20,000,000
Totals	0	55,211	479,775	2,020,225	20,000,000

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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	0.450	CE	No	5.45	6.00	757,659	

SR 500/4th Plain Blvd - Intersection Safety Improvements

This project will 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	2019		HSIP		67,766		0	2,823	70,589
CN	2020		NHPP		673,329		0	13,741	687,070
Project Totals					741,095		0	16,564	757,659

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	14,621	55,968	0	0
CN	0	0	370,959	316,111	0
Totals	0	14,621	426,927	316,111	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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.
17		450019A	450019A06	28	4.680	CE	No	1.28	5.96	1,044,109	

SR 500/Burnt Bridge Creek to 4th Plain Rd - ADA

Update 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	2018		STP	228,087			0	9,503	237,590
CN	2019		STP	790,389			0	16,130	806,519
Project Totals				1,018,476			0	25,633	1,044,109

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	200,782	36,808	0	0	0
CN	0	783,638	22,881	0	0
Totals	200,782	820,446	22,881	0	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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		450020B	450020B06	47	0.090	CE	No	4.72	4.81	216,558	

SR 500/I-205 Overcrossing Bridge - Replace Expansion Joints

Replace expansion joints on bridge 500/006

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2018		NHPP	29,703			0	1,238	30,941
CN	2019		NHPP	31,315			0	639	31,954
CN	2020		NHPP	150,590			0	3,073	153,663
Project Totals				211,608			0	4,950	216,558

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	25,307	5,634	0	0	0
CN	0	116,888	68,729	0	0
Totals	25,307	122,522	68,729	0	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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	No	16.05	16.45	1,623,480	

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

Improve safety at two intersections.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2019		HSIP	125,107			0	5,213	130,320
CN	2020		HSIP	1,463,297			0	29,863	1,493,160
Project Totals				1,588,404			0	35,076	1,623,480

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	26,993	103,327	0	0
CN	0	0	806,183	686,977	0
Totals	0	26,993	909,510	686,977	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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	5.010	CE	No	0	5.01	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 Funds	Local Funds	Total
				Federal Funds	State Fund Code			
PE	2018			0	CWA	1,800,000	0	1,800,000
CN	2019			0	CWA	300,000	0	300,000
CN	2020			0	CWA	4,700,000	0	4,700,000
Project Totals				0		6,800,000	0	6,800,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	1,656,000	144,000	0	0	0
CN	0	1,800,247	2,840,379	359,374	0
Totals	1,656,000	1,944,247	2,840,379	359,374	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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	2,220,718	

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

Update 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	2018		NHPP	191,268			0	7,970	199,238
CN	2019		NHPP	282,511			0	5,766	288,277
CN	2020		NHPP	1,698,539			0	34,664	1,733,203
Project Totals				2,172,318			0	48,400	2,220,718

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	186,491	12,747	0	0	0
CN	0	871,223	1,035,965	114,292	0
Totals	186,491	883,970	1,035,965	114,292	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14		450317T	450317T06	44	8.200	CE	No	0	8.20	375,000	

SR 503, Fourth Plain to Main Street ITS Device Infill

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2018		CMAQ	32,800			0	7,200	40,000
CN	2019		CMAQ	274,700			0	60,300	335,000
Project Totals				307,500			0	67,500	375,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	40,000	0	0	0	0
CN	0	335,000	0	0	0
Totals	40,000	335,000	0	0	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14	0503(034)	450318R	450318R06	21	0.340	CE	No	4.33	4.67	698,759	

SR 503/Brush Prairie RR Xing - Bus and Truck Pullout Lanes

Build pullout lanes for school buses and Hazmat trucks to reduce the risk of rear end collisions.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2018		HSIP	547,192			0	11,167	558,359
Project Totals				547,192			0	11,167	558,359

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	558,359	0	0	0	0
Totals	558,359	0	0	0	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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		450319D	450319D06	44	0.420	CE	Yes	1.20	1.62	1,137,274	

SR 503/Drainage Improvements

Improve drainage system

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Fund Code				
CN	2018	STP		578,632		0	11,808	590,440
Project Totals				578,632		0	11,808	590,440

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	590,439	0	0	0	0
Totals	590,439	0	0	0	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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		450317M	450317M06	21	3.510	CE	No	4.58	8.09	2,174,975	

SR 503/NE 154th St to SR 502 - Median Barrier

Install center median barrier.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal Funds	State Fund Code			
CN	2019		HSIP	674,167		0	13,759	687,926
CN	2020		HSIP	1,296,902		0	26,467	1,323,369
Project Totals				1,971,069		0	40,226	2,011,295

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	1,995,367	15,928	0	0
Totals	0	1,995,367	15,928	0	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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(801)	400018S	400018S06	21		CE	No	Various	Various	176,074	

SW Region/Regionwide Curve Warning Sign Update 2017-2019

Update curve signing.

Also see CWCOCG (MPO) and Non/SWW (RTPO) records.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2018		HSIP	141,193		0	2,881	144,074
Project Totals				141,193		0	2,881	144,074

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	144,074	0	0	0	0
Totals	144,074	0	0	0	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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		400018F	400018F06	21		CE	No	Various	Various	125,000	

SW Region/Regionwide High Friction Surface Installation 2019-2021

Install high-friction surface treatment on roadways throughout the Region. This is for work within the RTC (MPO) area. Also see CWCOG (MPO), Non-RTC (RTPO), and Non/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
PE	2019		HSIP		12,250		0	250	12,500
CN	2020		HSIP		110,250		0	2,250	112,500
Project Totals					122,500		0	2,500	125,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	6,650	5,850	0	0
CN	0	0	88,739	23,761	0
Totals	0	6,650	94,589	23,761	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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		400020F	400020F06	21		CE	No	Various	Various	125,000	

SW Region/Regionwide High Friction Surface Installation 2021-2023

Place high friction surface treatment at selected locations. See records for RTC outside, CWCG, 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	2021		HSIP	12,000		0	500	12,500
Project Totals				12,000		0	500	12,500

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	3,467	9,033
CN	0	0	0	0	112,500
Totals	0	0	0	3,467	121,533

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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		400020R	400020R06	06		CE	No	Various	Various	100,000	

SW Region/Regionwide Shoulder Rumble Strip Installation 2019-2021

Install shoulder rumble strips on various routes within the Region. This is for work within the RTC (MPO) area. Also see CWCOG (MPO), Non-RTC (RTPO), and Non/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
PE	2019		HSIP	9,600		0	400	10,000
CN	2020		HSIP	88,200		0	1,800	90,000
Project Totals				97,800		0	2,200	100,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	5,135	4,865	0	0
CN	0	0	80,967	9,033	0
Totals	0	5,135	85,832	9,033	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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	9999(802)	400018B	400018B06	21		CE	No	Various	Various	166,667	

SWR Breakaway Cable Terminal Replacement - Interstate

Replace breakaway cable terminals on interstates within this MPO (I-5 and I-205). Also see SWW RTPO and CWCOG records.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2018	HSIP	127,400			0	2,600	130,000
Project Totals			127,400			0	2,600	130,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	99,580	30,420	0	0	0
Totals	99,580	30,420	0	0	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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		400018N	400018N06	21		CE	No	Various	Various	265,545	

SWR Breakaway Cable Terminal Replacement - Non Interstates

Replace breakaway cable terminals on non-interstates. This is for routes within RTC (SR 14 and SR 500). Also see CWCOG record.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Funds				
CN	2018	HSIP		194,574		0	3,971	198,545
Project Totals				194,574		0	3,971	198,545

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	152,085	46,460	0	0	0
Totals	152,085	46,460	0	0	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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		400019G	400019G06	06		CE	No	Various	Various	221,500	

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), Non-RTC (RTPO), and Non/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
PE	2019		HSIP	21,264		0	886	22,150
CN	2020		STP	195,363		0	3,987	199,350
Project Totals				216,627		0	4,873	221,500

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	11,363	10,787	0	0
CN	0	0	191,376	7,974	0
Totals	0	11,363	202,163	7,974	0

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

October 5, 2017

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		400016E	400016E06	06		CE	No	Various	Various	30,208	

SWR Various Locations - Upgrade Electrical Services

Upgrade outdated and deficient electrical services to current standards. This is for work within the RTC (MPO) area. Also see Non-RTC (RTPO) and Non/SWW (RTPO) records.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2018			0	CWA	12,255	0	12,255
CN	2018			0	CWA	17,953	0	17,953
Project Totals				0		30,208	0	30,208

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	12,255	0	0	0	0
CN	7,953	10,000	0	0	0
Totals	20,208	10,000	0	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - SW	69,694,992	15,630,208	2,687,601	88,012,801

APPENDICES

APPENDIX A: Major Project List

APPENDIX B: CMAQ Air Quality Projects

APPENDIX C: Public Comments

APPENDIX D: 2018-2021 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 2017-2020 TIP:

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

Table 6: Major Projects from 2017-2020 TIP That Were Implemented (Obligated)

Funding Program	Agency	Project Name	Phase	Federal Funds	State Funds	Local Funds	Total Funds
STBG	Clark County	NE 10 th Av, NE 154 th St. to NE 164 th St.	CN	\$1,840,000		\$17,512,890	\$19,352,890
STBG	Clark County	NE 119 th Street, NE 50 th Av. to NE 72 nd Av.	CN	\$1,885,000		\$4,778,000	\$6,663,000
STBG Discretionary	Port of Ridgefield	Pioneer Street Rail Overpass	CN	\$2,900,000	\$7,468,000	\$932,000	\$11,300,000
STBG	Washougal	Evergreen Way/32 nd Street Improvement	CN	\$850,000		\$597,000	\$1,447,000
CMAQ	Vancouver	Fourth Plain Subarea Sidewalk Infill	CN	\$448,935		\$70,065	\$519,000
CMAQ	WSDOT	SR-503 ATIS Infill-I/S Bypass	CN	\$618,222		\$96,486	\$714,708
Local	WSDOT	SR-501/I-5 to Port of Vancouver	PE		\$1,000,000		\$1,000,000

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

Table 7: Major Projects from 2017-2020 TIP That Were Delayed

Funding Program	Agency	Project Name	Phase	Federal Funds	State Funds	Local Funds	Total Funds
N/A	N/A	No Major Projects Delayed					

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

Table 8: Federally Funded Pedestrian and Bicycle Project from the 2017-2020 TIP That Were Obligated

Funding Program	Agency	Project Name	Phase	Federal Funds	State Funds	Local Funds	Total Funds
CMAQ	Vancouver	Fourth Plain Subarea Sidewalk Infill	CN	\$448,935		\$70,065	\$519,000
STP-UL	Clark County	NE 119 th Street, NE 50 th Av. to NE 72 nd Av.	CN	\$1,885,000		\$4,778,000	\$6,663,000
TAP-UL	Western Federal Lands	Main Av. Access Improvement	CN	\$148,000		\$2,910,352	\$3,058,352
TAP/STP	Clark County	Highway 99 Pedestrian/Bicycle Improvements	CN	\$400,000	\$945,000	\$80,950	\$1,425,950

(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 2018-2021 Transportation Improvement Program for Clark County. This section identifies the air quality benefits for each project by providing a preliminary quantitative air quality analysis for each project.

Table 9: CMAQ Air Quality Project Status

Agency	Project Title	Project Description	Air Quality Benefits (kg per day)		
			CO	HC	NOx
Battle Ground	Small City ATMAS	Expansion of the Clark County’s ATMS license, update traffic controllers, installation of wireless radios to connect to existing fiber system, and installation of cameras within cities of Battle Ground, Camas, and Washougal.	-30.659	-3.152	7.125
C-TRAN	Hybrid Buses	Replace 4 to 5 buses with diesel/electric hybrid buses.	-1.141	-0.355	1.072
C-TRAN	Hybrid Buses	Expansion of 6 to 7 new diesel/electric hybrid buses	-10.773	-19.893	-92.120
C-TRAN	Mill Plain TSP Phase II	Transit Signal Priority from Fisher Landing to Downtown Vancouver.	-10.544	-1.131	.0732
C-TRAN	Electric Buses	Replace 4 buses with all electric buses.	-2.666	-0.249	-4.694
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 68 th Street Sidewalk, Hwy. 99 to County Limits	Construct a sidewalk on one-side of NE 68 th Street.	-2.305	-0.196	-0.153
Clark County	NE 134 th Corridor Adaptive Traffic Signals	Add Adaptive Traffic software to existing traffic signal electronics. Add traffic cameras.	-41.632	-4.280	9.675
Clark County	System Wide Signal Enhancement	Integrate Clark County and WSDOT data streams into a dashboard view of transportation system performance measures and report to regional data warehouse.	-3.943	-0.545	-0.753
Port of Vancouver	Port Connector Bike/Ped Path	Construct a multi-use path from Port Office to Gateway Avenue.	-0.725	-0.062	-0.048
Vancouver	BRT Corridor Fort Vancouver Way/McLoughlin Sidewalk Infill	Sidewalks and curb ramps on west side of Ft. Vancouver Way and at McLoughlin/G Street. HAWK signal in near Clark College.	-1.142	-0.096	-0.076

	and Pedestrian Signal				
Vancouver	Mill Plain Blvd. Arrival on Green Improvement	Install signal equipment on Mill Plain between Andresen Rd. and 155 th Av. to improve signal coordination.	-24.205	-2.489	5.625
Vancouver	NW Neighborhood Connectivity Improvements	Construct sidewalk/path in vicinity of Lincoln Avenue and NW 53 rd Street. Design a shared bicycle facility along Grant Av., NW 43 rd St., and Lincoln Av. in vicinity of Lincoln Elementary School.	-2.064	-0.175	-0.137
WSDOT	SR-14 ATIS Infill; I-5 to Evergreen	Provide fiber optic communication connection, data stations, and traffic surveillance cameras.	-10.690	-0.879	-1.825
WSDOT	Centralized Signal System-Joint ATMS*	Migration of WSDOT to regional centralized signal system.	NA	NA	NA
WSDOT	Centralized Signal System Enhancement	Expand/enhance ATMS capabilities at various intersections within WSDOT's signalized principal arterial corridors.	-67.773	-6.968	15.750
WSDOT	I-205 NB Mill Plain On Ramp-Ramp Meter	Install ramp meters, mast arms, signals and cameras.	-6.414	-0.527	-1.095

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

APPENDIX C: Public Comments

Introduction

Citizens and appropriate parties were provided a reasonable opportunity to comment on the 2018-2021 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 31, 2017 until October 3, 2017. Public comment period concluded with testimony at the October 3, 2017 RTC Board meeting. The draft TIP document and project information was made available during the public comment period. The attached table includes all comments received along with RTC staff responses:

Table 10: Public Comments

Project	Support Project	Comment	Staff Response
TIP Document	Supports all Projects	Expressed support for the Transportation Improvement Program and all of the projects contained within.	None needed

APPENDIX D: 2018-2021 TIP Project Analysis

Introduction

Appendix D provides an overview of the projects included in the 2018-2021 TIP including project type, spending by project type, and project locations.

Projects by Type

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

- ◆ **Bicycle & Pedestrian:** This includes standalone projects that primarily encourage walking and bicycling. This can include sidewalks, bicycle lanes, paths, improved pedestrian crossing, etc.
- ◆ **Bridge:** This represents all work that is accomplished on bridges. This can include new bridge construction, bridge replacement, repair, and painting.
- ◆ **Planning:** This is about preparing, analyzing, and implementing studies and plans to improve the transport systems.
- ◆ **Preservation:** This represents a proactive approach in maintaining the existing transportation system. This can include pavement overlay, pavement repair, and transit preventative maintenance.
- ◆ **Rail:** This represents movement of goods by way of wheeled vehicles running on rails. This would include improvements to BNSF rail line and associated spurs.
- ◆ **Road Improvement:** This represents an improvement that enhances a roadway for motor vehicles. This can include road widening, reconstruction, intersection improvements, and other geometric improvements.
- ◆ **Safety:** This represents improvements to the transportation system that are primarily intended to reduce the risk of a collision. This could include intersection improvements, signage, lane markings, and guardrail.

- ◆ Transit: This includes all capital and planning projects of the public transit service which C-TRAN provides within Clark County.
- ◆ TSMO: Transportation System Management and Operations are low-cost projects that are implemented to optimize the performance of existing transportation systems. These projects often include technology based improvements such as traffic detection and signal improvements.

Table 11: Projects by Type

Project Type	Number of Projects	% of Projects	Total Programmed	% of Total Programmed
Bicycle & Pedestrian	14	16.5%	\$13,528,391	6.3%
Bridge	5	5.9%	\$8,486,291	3.9%
Planning	4	4.7%	\$3,237,836	1.5%
Preservation	14	16.5%	\$56,536,114	26.2%
Road Improvement	18	21.2%	\$75,508,687	35.0%
Safety	14	16.5%	\$10,094,429	4.7%
Transit	4	4.7%	\$42,959,406	19.9%
TSMO	12	14.1%	\$5,472,000	2.5%
Total	85	100%	\$215,823,154	100%

Figure 5: Percentage of Projects by Project Type (Total Projects 85)

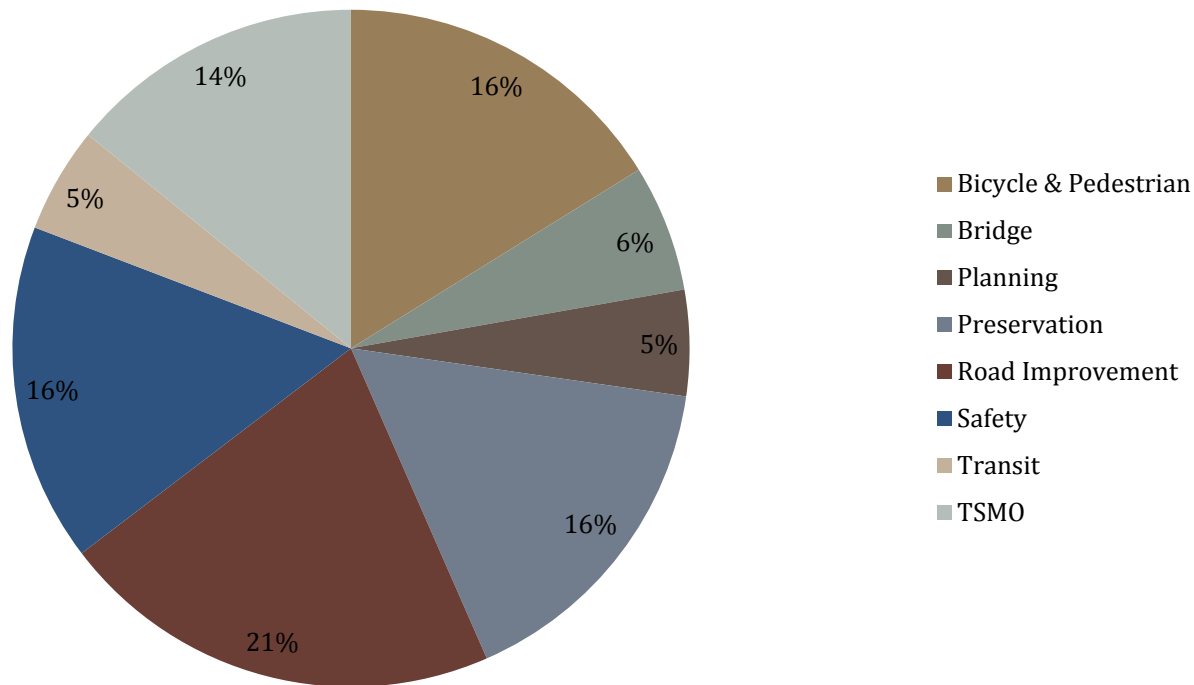


Figure 6: Percentage of Dollars Programmed by Project Type (Total Programmed \$215.8 million)

