

**DRAFT**

# Transportation Improvement Program

**Clark County  
2025-2028**

August 2024



Southwest Washington Regional Transportation Council

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1300 Franklin Street, Vancouver WA 98660  
Telephone: 564-397-6067  
Relay Service: #711 or (800) 833-6388  
[www.rtc.wa.gov](http://www.rtc.wa.gov)



**RTC Board Resolution**

(placeholder)

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.

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# Chapter 1: Introduction

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The Transportation Improvement Program (TIP) 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 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.



## Southwest Washington Regional Transportation Council (RTC)

Southwest Washington Regional Transportation Council (RTC) is the Metropolitan Planning Organization (MPO) for the Clark County, Washington portion of the larger Portland-Vancouver urbanized area. RTC is also the state-designated Regional Transportation Planning Organization (RTPO) for Clark County, Skamania County, and Klickitat County. 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.

*RTC's mission is "To encourage and promote the development of a balanced, safe, efficient and affordable regional transportation system to meet the mobility needs of people and goods, within and through this region, and minimize transportation-related air pollution."*

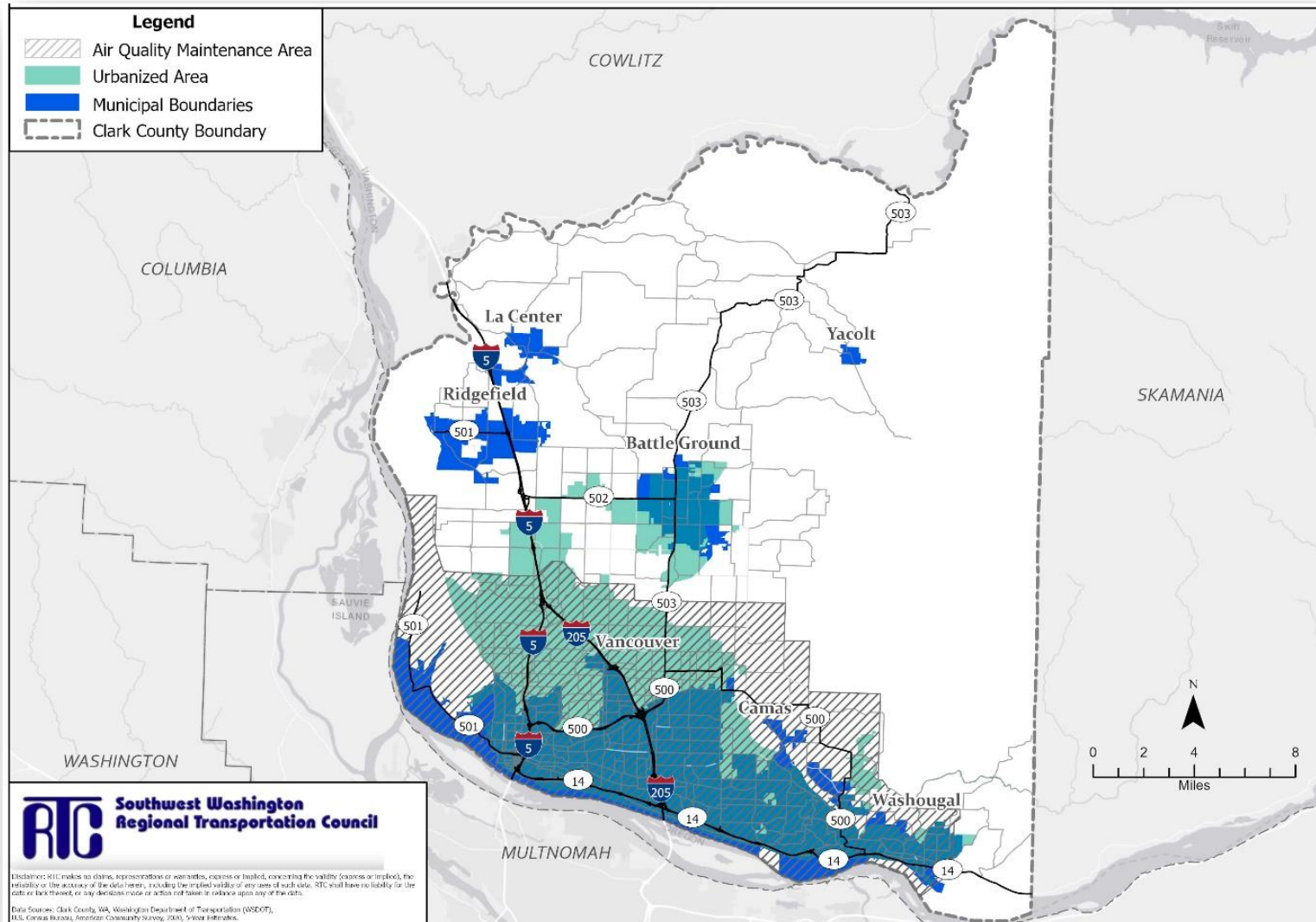
As MPO and RTPO for the region, RTC maintains a transportation planning process for development of plans and programs consistent with state and federal requirements, including the coordination of interstate transportation issues, and seeks to build regional consensus on regional plans, policies, and issues.

As a condition for the receipt of federal capital or operating funding into Clark County, RTC must ensure that transportation expenditures are based on a continuing, cooperative and comprehensive transportation planning process. The federal funds for transportation projects and programs are channeled through this planning process and awarded to local agencies and jurisdictions dealing with transportation. These MPO functions must be carried out in cooperation with state and local agencies

**Figure 1: Location of Clark County, Washington**



Figure 2: Transportation Boundaries



## MPO Certification Statements

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

In accordance with 23 CFR Part 450, §450.336, the Washington State Department of Transportation (WSDOT) and the Southwest Washington Regional Transportation Council (RTC), Metropolitan Planning Organization (MPO) for the Washington portion of the Portland-Vancouver Metropolitan Planning Area (MPA), hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements, including:

1. *23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450, Subpart C;*
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. 23 U.S.C 101 note 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, and 38;
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;

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; and
11. Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR Part 200).
12. The MPO uses at least 2.5% of its PL funds on planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities.

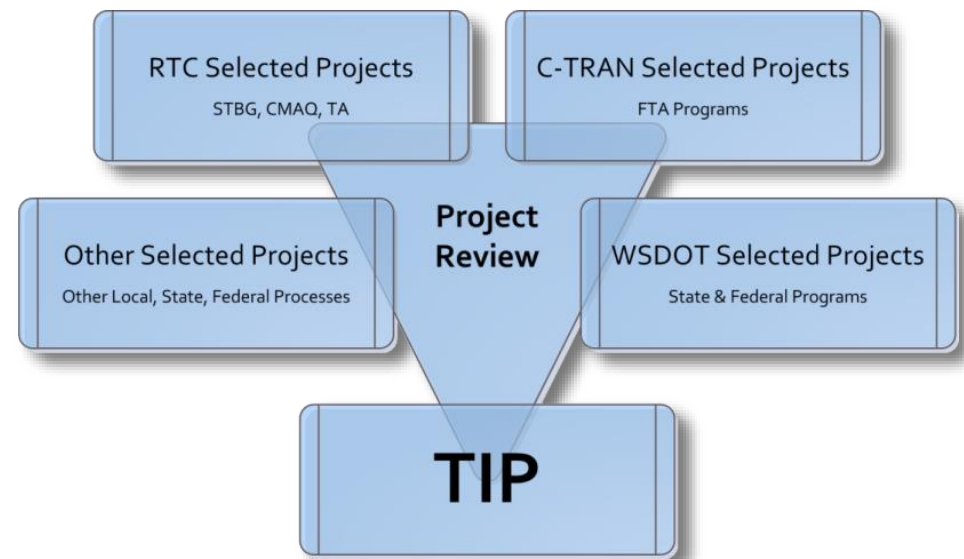
## Chapter 2: TIP Development Process

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 (Figure 3). No matter the source of funding, RTC reviews all projects to ensure the following before programming the project in the TIP:

- ◆ Consistency with the 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

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

*Figure 3: TIP Development Process*



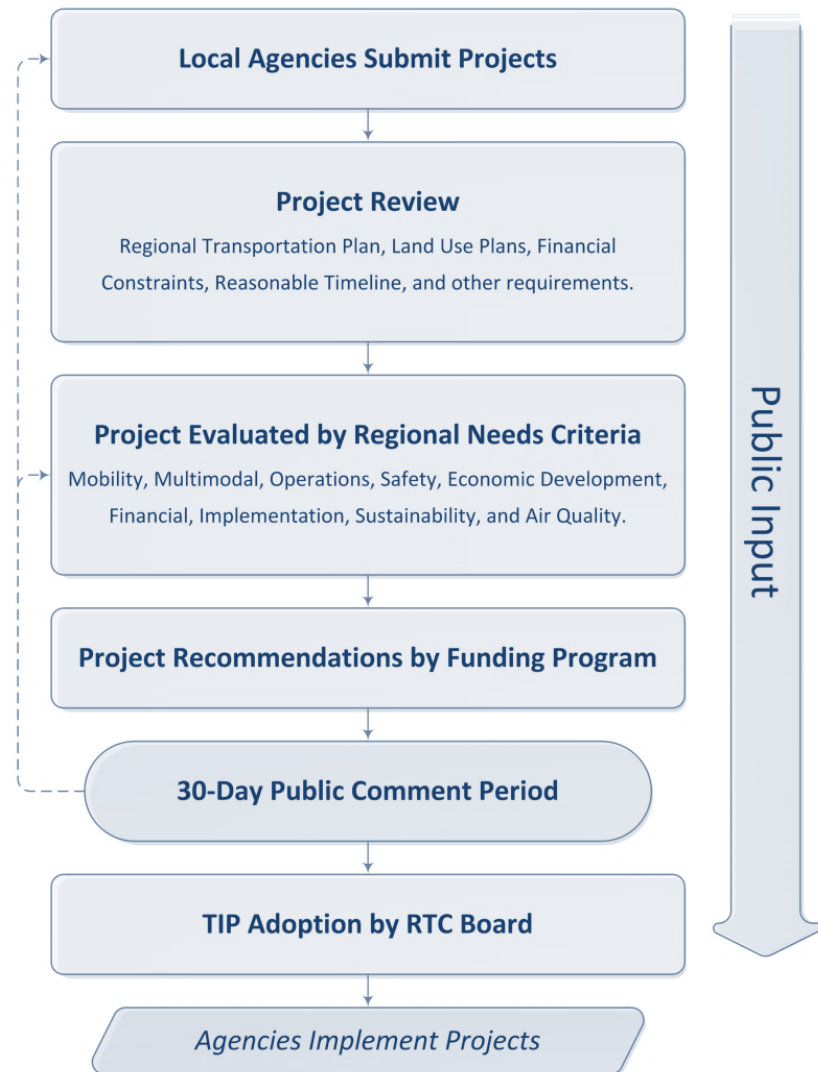
## Regional Project Development Process

RTC, in consultation with member agencies, is responsible for selecting projects for the regional allocation of federal highway funds (Figure 4). This includes the regional allocation of the Surface Transportation Block Grant program (STBG), Congestion Mitigation and Air Quality (CMAQ), Transportation Alternatives (TA), and Highway Improvement Programs.

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, wherein 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, with 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, provides reasonable public notice and time for public review, provides public access, makes information available on the Web, and uses visualization techniques. In addition, RTC holds and attends meetings and considers public suggestions and recommendations received during the development process. The process for updating and amending the TIP is directed by procedures contained in RTC's Public Participation Plan.

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

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

Citizens and appropriate parties were provided a reasonable opportunity to comment on the TIP through a public involvement process. A TIP public comment period lasting from August 30, 2024, until October 1, 2024, 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 2024 through October 2024, 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.

### 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 walking and biking system management, demand management, etc.). The project-sponsoring agencies develop specific project proposals that are consistent with the RTP recommendations.

Only projects consistent with the 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 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**

On January 27, 2021, President Biden signed Executive Order 14008, which established the Justice40 Initiative, which directs 40% of the overall benefits of certain Federal investments—including investments in clean energy and energy efficiency, clean transit, affordable and sustainable housing, training and workforce development, the remediation and reduction of legacy pollution, and the development of clean water infrastructure—to flow to disadvantaged communities (DACs). This direction of funding applies to all federal agencies, including the U.S. Department of Transportation (USDOT), which includes the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The Justice40 Initiative supports 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 and the Justice40 Initiative 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.

### **Inclusion of Environmental Justice in the TIP**

To help in identifying environmental justice populations, RTC publishes an Environmental Justice (EJ) Demographic Profile using United States Census and American Community Survey data to identify and locate people of color, people with lower incomes, and limited English proficient populations in the region. The profile contains data that allows for the continual updating of information to track the performance of the regional transportation system and implemented strategies. With the identification of these populations, local agencies are encouraged to advance transportation improvements that benefit these underserved populations. Improvements that benefit these populations



are identified and incorporated within the Regional Transportation Plan and implemented through the Transportation Improvement Program.

All of the projects within the TIP come from the [Regional Transportation Plan](#) for Clark County which contains a more extensive Environmental Justice analysis within Appendix K. This RTP analysis is relied on for the TIP analysis to ensure that the subset of projects selected for the TIP are not skewed in a way that will have disproportionate negative impacts or deny the benefits of federally funded improvements to identified population groups. Examination of the TIP projects on each of the identified groups individually shows no net disproportionate impact and no clear pattern of denying benefits of transportation planning and programming.

As part of the 2024 RTP update process, the identification of Equity Focus Areas (EFA) for minority populations utilizing demographic profile data was developed. Equity Focus Areas are identified as census block groups or tracts with higher than the Clark County average concentrations and double the density for the following populations: people of color (block group), people with lower incomes (block group), and people with limited English proficiency (tract). Most of these areas also include higher than regional average concentrations of other minority populations, including youth, older adults, and people living with disabilities.

As part of the annual TIP grant funded project selection process, RTC utilizes the equity focus area analysis to provide points to projects that are within or adjacent to these areas. Additional points are also given to projects that improve walking, biking, or transit access. The points are assigned as an Environmental Justice evaluation criterion under the Economic Development section of project reviews. How Environmental Justice is incorporated into the regional grant process is further explained within the [Transportation Programming Guidebook](#).

## Chapter 3: TIP Administration

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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 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 may 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 may be handled administratively by RTC Staff. Administrative Modifications are moderate changes that require approval from the RTC Executive Director and the Regional Transportation Advisory Committee (RTAC). 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's. 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:

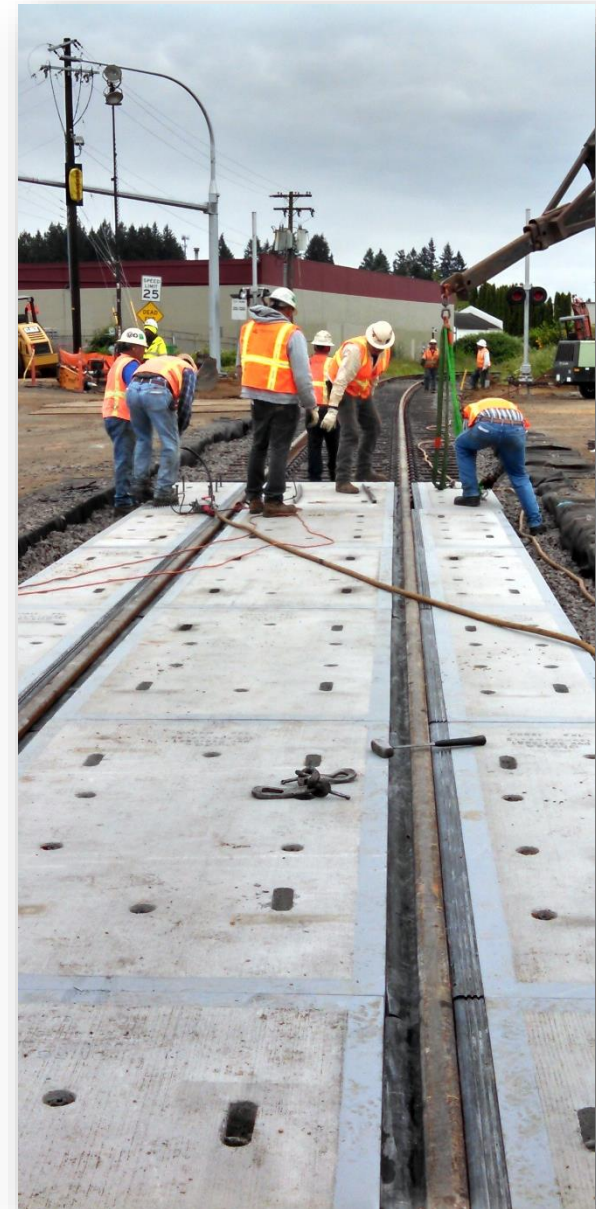
1. Project sponsor submits written request to RTC for change, including submitting a modified State Transportation Improvement Program (STIP) record within the online STIP database. The written request should provide sufficient detail to understand the requested change and the reason for the change.

2. RTC staff reviews requests to ensure that all needed information is provided and determines the type of action that is required. Requests are 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](#).
4. If a request is an Administrative Modification, the RTC Executive Director takes action. If approved, RTC staff will change the regional TIP and submit the change to WSDOT for inclusion in the STIP. RTAC is notified of all Administrative Modifications.
5. If a request is an Amendment, RTAC reviews the change and makes a recommendation to the RTC Board. If the RTC Board approves the change, RTC staff will change the regional TIP and submit the change to WSDOT for inclusion in the STIP.
6. Once Administrative Modifications and Amendments are submitted to WSDOT, they are reviewed by WSDOT staff, approved by the Governor's representative, and receive final approval by FHWA and FTA.

## Updates

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

- ◆ Moving a project phase within 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 to the next project phase (Preliminary Engineering to Right-of-Way or Right-of-Way to Construction)
- ◆ Typographical error

### **Administrative Modification**

Projects that meet the following conditions may 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
- ◆ Minor scope changes
- ◆ 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)
- ◆ Changes to project's total programming amount that exceeds \$3 million (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/removing regionally selected federal funds from a project
- ◆ Major scope changes

## Chapter 4: Air Quality Conformity

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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; that is, 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 (EPA) designated the urban area of the Vancouver portion of the Portland-Vancouver Interstate Air Quality Maintenance Area as a marginal nonattainment area for the 1-hour ozone (O<sub>3</sub>) NAAQS and a moderate carbon monoxide (CO) nonattainment 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 (O<sub>3</sub>). In October 1996 the Carbon Monoxide Maintenance Plan and in April 1997 the Ozone Maintenance Plan were approved by the 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 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 the 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 Transmission Control Modules, 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). Updates were provided to WSDOT in 2013 and 2015 about the status of local and regional plan implementation. Vancouver has also voluntarily implemented a variety of local programs and promotions to encourage commute trip reduction for non-CTR employers.

## Chapter 5: Performance-Based Planning

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The Moving Ahead for Progress in the 21st Century (MAP-21) Act, signed into law in 2012, established goals to focus the Federal-aid highway program into specific areas of performance. These national goals included:

1. Safety—to achieve a significant reduction in traffic fatalities and serious injuries on all public roads
2. Infrastructure Condition—to maintain the highway infrastructure asset system in a state of good repair
3. Congestion Reduction—to achieve a significant reduction in congestion on the National Highway System
4. System Reliability—to improve the efficiency of the surface transportation system
5. Freight Movement And Economic Vitality—to improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. Under MAP-21, public transportation agencies are required to develop transit asset management (TAM) plans that include capital asset inventories, condition assessments, decision support tools, and investment prioritization. In addition, MAP-21 calls for a Public Transportation Safety Program and the development of Public Transportation Agency Safety Plans (PTASPs) that include performance targets based on safety performance criteria and state of good repair standards.

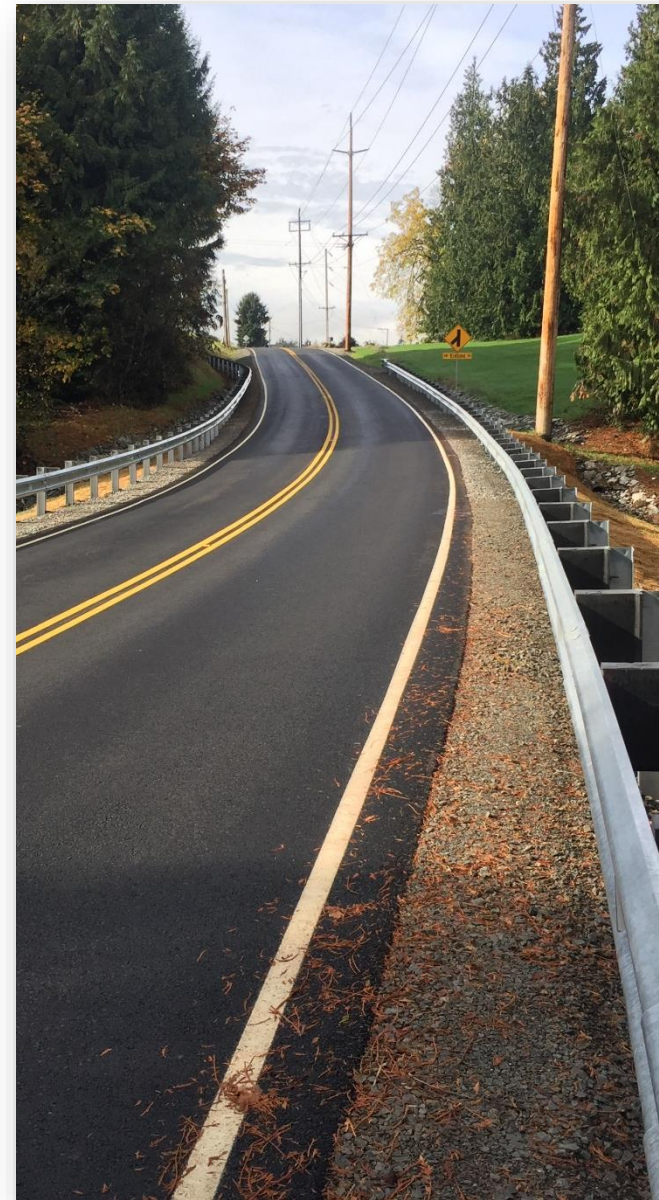
The Bipartisan Infrastructure Law (BIL), signed into law in 2021, continued MAP-21's performance management approach, requiring states and Metropolitan Planning Organizations (MPOs) to undertake performance-based planning and programming to make progress toward national goals.

With the development of the national goals and passage of authorization bills, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) established measures to assess the performance and condition of the performance-based

federal-aid highway and public transportation programs. Performance measures have fallen under several federal rulemakings, including the Highway Safety Improvement Program (HSIP) Final Rule and Safety Performance Management Measure Rule (2016), the TAM Final Rule (2016), the National Highway Performance Program (NHPP) Pavement and Bridge Condition Performance Measure Final Rule (2017), the National Highway Performance Program (NHPP) System Performance/Freight/CMAQ Performance Measures Final Rule (2017), and the PTASP Final Rule (2018). Performance measures for each of the national goals will be discussed in the individual sections below. All of the Federal-aid highway programs mentioned above are formula programs.

With the establishment of performance measures, targets are established by federal-aid highway funding and public transportation recipients—including state Departments of Transportation (DOTs), MPOs, and public transportation agencies—to document future performance expectations for individual measures. The performance measure framework gives flexibility to either support the state DOT's statewide performance measure targets and/or public transportation provider targets or establish targets for the MPO boundary, depending on the performance measure, 180 days after the state DOT or the public transportation provider in the region develops performance measure targets. Also, state and regional planning organizations, including MPOs, are required to establish and reference the performance targets and performance-based plans in their TIPs and RTPs.

RTC supports the targets set by the Washington Department of Transportation (WSDOT) and C-TRAN, the public transportation agency for Clark County, for each of the performance measures. By supporting WSDOT



and C-TRAN targets for safety, infrastructure condition, congestion reduction, system performance, freight movement, transit asset management, and the transit safety plan, RTC is agreeing to plan and program projects, including those in the TIP, that contribute toward the accomplishment of the relevant WSDOT and C-TRAN performance targets. RTC Board of Directors' actions relating to performance measures and plans are documented at [www.rtc.wa.gov/programs/performance](http://www.rtc.wa.gov/programs/performance). RTC's region is in air quality attainment; therefore, the congestion reduction performance measures do not apply.

RTC's Transportation Improvement Program (TIP) supports the implementation of performance-based programming. As part of the TIP process, RTC will classify programmed projects by the performance measure(s) they address, showing the effects the program has on achieving the performance targets. Per 23 USC 134, "The transportation improvement program shall include, to the maximum extent practicable, a description of the anticipated effect of the transportation improvement program toward achieving the performance targets established in the metropolitan transportation plan, linking investment priorities to those performance targets."

## Safety

The national transportation safety goal is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Pursuant to this national goal, state Departments of Transportation (DOTs) are required by the federal Highway Safety Improvement Program (HSIP) to set five safety performance targets based off of the five safety performance measures. These five targets are number of fatalities, rate of fatalities per 100 million vehicle miles traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, and number of nonmotorized fatalities and nonmotorized serious injuries (five-year rolling averages for all). These targets are required for all public roads, regardless of ownership or functional class. Metropolitan Planning Organizations (MPOs) are required to establish the same five target areas established by DOT within 180 days of the state's established targets.

RTC has agreed to align with the Washington Department of Transportation's (WSDOT's) targets for safety. By doing so, RTC has agreed to plan and program projects, including those in the Transportation Improvement Program (TIP), so that they contribute to WSDOT safety targets (as reported to the Federal Highway Administration (FHWA) as part of WSDOT's HSIP annual submittal).

## Infrastructure Condition (Pavement & Bridge)

The national goal for infrastructure condition is to maintain the highway infrastructure asset system in a state of good repair. Pursuant to this national goal, state Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) are required by the National Highway Performance Program (NHPP) to set four targets for pavement condition and two targets for bridge condition, based on the six performance measures for infrastructure condition. These six targets areas are percent of pavement in good condition (interstate), percent of pavement in poor condition (interstate), percent of pavement in good condition (noninterstate National Highway System (NHS)), percent of pavement in poor condition (noninterstate NHS), percent of bridges in good condition, and percent of bridges in poor condition. The State is required to set two- and four-year targets, while an MPO is required to set four-year targets.

RTC supports the targets set by the Washington Department of Transportation (WSDOT) in regard to pavement and bridge condition. Using the target-setting framework, WSDOT worked with MPOs, including RTC, to establish performance targets, communicate pavement and bridge management practices, and explain what these practices mean in the context of the NHS. WSDOT's Highway System Plan sets the direction for management of infrastructure condition in Washington State, which is to preserve pavements and bridges at lowest life-cycle cost. WSDOT has taken a "preservation first" approach to pavement and bridge management. In addition, WSDOT has communicated the annual average state facility needs for pavements and bridges within each MPO boundary.

Washington MPOs, including RTC, and WSDOT have agreed to plan and program projects, including those in the Transportation Improvement Program (TIP), to work toward and achieve Washington pavement and bridge condition targets for infrastructure condition. The specific strategies for pavement and bridge preservation are documented in WSDOT's Transportation Asset Management (TAM) Plan.

## Congestion Reduction, System Reliability, and Freight Movement

The national goals for congestion reduction, system reliability, and freight movement are to achieve a significant reduction in congestion on the National Highway System (NHS), to improve the efficiency of the surface transportation system, to improve the National Highway Freight Network (NHFN), to strengthen the ability of rural communities to access national and international trade



markets, and to support regional economic development. Pursuant to these national goals, state Department of Transportations (DOTs) and Metropolitan Planning Organizations (MPOs) are required by the National Highway Performance Program (NHPP) to measure travel time reliability on the interstate and noninterstate NHS, to assess freight movement on the interstate system, and to assess traffic congestion for the purpose of carrying out the Congestion Mitigation and Air Quality (CMAQ) Improvement Program. The State is required to set two- and four-year targets, while the MPO is required to set four-year targets for each of these performance areas.

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

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



contribute toward performance targets and can be shared with lawmakers. Two examples of performance-supported coordination include:

- ◆ Plan Alignment Work Group - A major focus of the group is to increase the consistency between regional plans and WSDOT's statewide plans, which includes sharing and collaboratively perfecting the data and information necessary to identify a comprehensive list of financial forecasts, maintenance needs, and project priorities related to the state system within MPOs and RTPOs.
- ◆ Regional Integrated Transportation Information System (RITIS) data tool - The State's financial participation makes this tool available for WSDOT and MPOs to use the system in evaluating regional targets and to assist in other decision-making processes.

To guide freight investments and improve freight system performance in Washington, WSDOT developed the Washington State Freight Investment Plan by engaging various freight partners and stakeholders, including MPOs and RTPOs. The Freight Investment Plan identifies freight priority projects and describes how those priorities would be invested and funded through National Highway Freight Program (NHFP) funds. Those NHFP investments would be incorporated into Statewide Transportation Improvement Programs (STIPs) and TIPs, contributing to improve statewide freight performance on the National Highway Freight Network. Over the coming years, WSDOT and its partners will further align planning and programming with performance. All are committed to developing practical approaches to work toward our regional and statewide performance targets. Since RTC's region is in air quality attainment, the congestion reduction performance measures do not apply.

### **Transit Asset Management (TAM)**

The Federal Transit Administration (FTA) established the Transit Asset Management (TAM) Final Rule in 2016. The rule develops a framework for transit agencies to monitor and manage public transportation assets, to improve safety, and to increase reliability and performance to keep their systems operating smoothly and efficiently. All of this information is incorporated into a Transit Asset Management (TAM) Plan.

C-TRAN develops the TAM Plan for Clark County and reports annually on progress toward meeting the targets set in the plan. These performance targets relate to rolling stock, equipment, infrastructure, and facilities. C-TRAN adopted a four-year TAM Plan in 2022.

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

### **Transit Safety Plan**

The Federal Transit Administration (FTA) established the Public Transportation Agency Safety Plan (PTASP) Final Rule in 2018. PTASP's are intended to improve public transportation safety by guiding transit agencies to more effectively manage safety risks in their systems. C-TRAN is required to develop a PTASP for Clark County and measure goals monthly against data from the previous two years.

Effectiveness of the PTASP is determined by monitoring safety measures and attaining safety performance and standards. Performance indicators and safety targets are set to achieve safety objectives. Safety measures include reliability, near-miss events, reportable safety events, reportable injuries, and fatalities. Similar to TAM, C-TRAN will program safety-related projects in the Transportation Improvement Program.

## Chapter 6: Financial Plan

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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 each year. 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 TIP reflect costs in the 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.

### Operation and Maintenance Cost

The Clark County region faces challenges in funding the transportation system into the future. As the Region looks to future needs, the costs of providing new transportation capacity continue to increase; and the effectiveness of that capacity is often quickly compromised by growing traffic. In addition, as the region grows, so do its transportation assets and the cost of preserving and maintaining them.

This expanded infrastructure and the aging of existing infrastructure requires regular and predictable investments in maintenance, preservation, and operations. Much of the region's infrastructure was built many decades ago and, over the next two decades, will require significant preservation efforts or major rehabilitation. Deferring maintenance can further increase the cost of preserving critical transportation assets.

Transportation agencies in Clark County are responsible for keeping the street, road, and highway system in a state of good repair through regular maintenance. These activities include sealing cracks, repairing pavement, cleaning and repairing drains, fixing signals, and sweeping streets. Major repair, rehabilitation, and reconstruction activities include repaving, reconstructing subgrade, and drainage. Agencies



monitor roadway conditions and identify roadway maintenance needs through their regular pavement management systems. Timely preservation of roadway infrastructure can help maximize pavement life and minimize preservation and maintenance costs.

WSDOT confirmed that the cost of deferred maintenance, such as waiting until pavement is in poor condition to repair it, drives up long-term cost, shortens the life cycle for rehabilitation, and can cost four to eight times more. WSDOT Southwest Region has spent around \$17 million annually on preservation and maintenance activities since the adoption of the 2019 RTP in Clark County.

Clark County agencies spend about \$65 million annually to maintain and preserve the transportation system. As the transportation system ages and grows over the 22-year period covered by this RTP, the proportion of transportation dollars needed to preserve and maintain infrastructure is likely to increase. Therefore, this could require tradeoffs between making capital investments and preserving system integrity.

C-TRAN's preservation and maintenance cost is about \$76.7M dollars. Their preventive maintenance program has effectively reduced overall maintenance costs by decreasing the number of road calls and the high cost of unpredictable maintenance activity. The average age of C-TRAN's fixed-route fleet is 6.45 years. Given the increasing expense of maintaining an aging fleet, a strong preventative maintenance program is an important cost control measure.

**Table 1: Estimated Preservation and Maintenance Costs**

| Agency                  | Annual              | RTP 21-years           |
|-------------------------|---------------------|------------------------|
| WSDOT                   | \$16,854,669        | \$514,687,324          |
| Clark County and Cities | \$64,780,596        | \$1,978,190,827        |
| <b>Total Roadway</b>    | <b>\$81,635,265</b> | <b>\$2,492,878,151</b> |
| Transit Operations      | \$76,679,910        | \$2,341,557,565        |

*Source: WSDOT, C-TRAN*

Table 1 summarizes preservation and maintenance costs for local and state facilities based on historical expenditures. An annual 3 percent inflation factor is applied to determine the 2045 preservation and maintenance costs. The combined estimated preservation and maintenance cost to WSDOT, local agencies, and C-TRAN by 2045 is approximately \$5 billion.

## Project Selection

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) established funding for MPOs to program federal funds that support regionally established transportation goals and policies. The passage of ISTEA encouraged MPOs to consider the full range of

transportation modes, not just automobile related projects. The funding program, known as the Surface Transportation Block Grant, or STBG program, resulted in a significant change for how regional projects were selected and the types of projects that were eligible for federal funds.

RTC is responsible for distributing Surface Transportation Block Grant Program Funds (STBG) along with the Transportation Alternatives (TA), Carbon Reduction Program (CRP) and Congestion Mitigation and Air Quality improvement Program (CMAQ) program funds. With these programs RTC prioritizes and selects projects that support all aspects of the transportation system including streets, public transportation, walking and biking facilities, and travel demand management. Projects are selected by the RTC Board of Directors through a competitive process designed to ensure that projects are prioritized consistent with the Vision and Goals identified in the RTP. To view the most current prioritized project selection go to - <https://www.rtc.wa.gov/programs/tip/>.

### **Transportation Alternatives (TA) Process**

The TA funds are allocated to RTC for the Clark, Skamania, and Klickitat counties' 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 walking and biking 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 (2025, 2027, 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 of Directors selects and programs a list of projects for funding.

### **Financial Feasibility**

Financial feasibility is accomplished by demonstration that adequate resources are available to implement the projects programmed in the TIP. The TIP for Clark County demonstrates that it is a financially realistic program, in that projected revenue by program is adequate to meet the estimated cost of programmed projects for each year. As illustrated on Table 2, there is a remaining balance of revenue between years 2025-2028.

**Table 2: 2025-2028 Financial Feasibility Summary (In Thousands)**

| Funding Type         | Year | Carry-Over<br>Previous Year | Allocation | Available<br>Revenue | Program<br>Totals | Remaining<br>Funds |
|----------------------|------|-----------------------------|------------|----------------------|-------------------|--------------------|
| <b>Section 5307</b>  | 2025 | \$8,142                     | \$8,145    | \$16,287             | \$16,287          | \$0                |
|                      | 2026 | \$0                         | \$8,145    | \$8,145              | \$8,145           | \$0                |
|                      | 2027 | \$0                         | \$8,145    | \$8,145              | \$8,145           | \$0                |
|                      | 2028 | \$0                         | \$8,145    | \$8,145              | \$8,145           | \$0                |
| <b>Section 5310</b>  | 2025 | \$606                       | \$610      | \$1,216              | \$1,216           | \$0                |
|                      | 2026 | \$0                         | \$610      | \$610                | \$610             | \$0                |
|                      | 2027 | \$0                         | \$610      | \$610                | \$610             | \$0                |
|                      | 2028 | \$0                         | \$610      | \$610                | \$610             | \$0                |
| <b>Section 5337</b>  | 2025 | \$142                       | \$145      | \$287                | \$287             | \$0                |
|                      | 2026 | \$0                         | \$145      | \$145                | \$145             | \$0                |
|                      | 2027 | \$0                         | \$145      | \$145                | \$145             | \$0                |
|                      | 2028 | \$0                         | \$145      | \$145                | \$145             | \$0                |
| <b>Section 5339</b>  | 2025 | \$722                       | \$725      | \$1,447              | \$1,447           | \$0                |
|                      | 2026 | \$0                         | \$725      | \$725                | \$725             | \$0                |
|                      | 2027 | \$0                         | \$725      | \$725                | \$725             | \$0                |
|                      | 2028 | \$0                         | \$725      | \$725                | \$725             | \$0                |
| <b>BR</b>            | 2026 | \$0                         | \$3,843    | \$3,843              | \$3,843           | \$0                |
| <b>CMAQ</b>          | 2025 | \$(736)                     | \$2,400    | \$1,664              | \$1,565           | \$99               |
|                      | 2026 | \$99                        | \$2,400    | \$2,499              | \$2,000           | \$499              |
|                      | 2027 | \$499                       | \$2,400    | \$2,899              | \$1,835           | \$1,064            |
|                      | 2028 | \$1,064                     | \$2,400    | \$3,464              | \$2,200           | \$1,264            |
| <b>CRP</b>           | 2025 | \$1,080                     | \$855      | \$1,935              | \$1,600           | \$335              |
|                      | 2026 | \$335                       | \$855      | \$1,190              | \$1,190           | \$0                |
|                      | 2027 | \$0                         | \$855      | \$855                | \$720             | \$135              |
|                      | 2028 | \$135                       | \$855      | \$990                | \$650             | \$340              |
| <b>DEMO</b>          | 2025 | \$0                         | \$15,926   | \$15,926             | \$15,926          | \$0                |
| <b>Discretionary</b> | 2026 | \$0                         | \$22,063   | \$22,063             | \$22,063          | \$0                |



| Funding Type                 | Year | Carry-Over<br>Previous Year | Allocation       | Available<br>Revenue | Program<br>Totals | Remaining<br>Funds |
|------------------------------|------|-----------------------------|------------------|----------------------|-------------------|--------------------|
| <b>PROTECT/RAISE</b>         | 2027 | \$0                         | \$34,380         | \$34,380             | \$34,380          | \$0                |
| <b>HIP</b>                   | 2025 | \$0                         | \$405            | \$405                | \$405             | \$0                |
| <b>HSIP</b>                  | 2025 | \$0                         | \$7,233          | \$7,223              | \$7,223           | \$0                |
|                              | 2026 | \$0                         | \$2,846          | \$2,846              | \$2,846           | \$0                |
|                              | 2027 | \$0                         | \$416            | \$416                | \$416             | \$0                |
| <b>NHPP</b>                  | 2025 | \$0                         | \$37,790         | \$37,790             | \$37,790          | \$0                |
|                              | 2026 | \$0                         | \$38,500         | \$38,500             | \$38,500          | \$0                |
|                              | 2027 | \$0                         | \$29,627         | \$29,627             | \$29,627          | \$0                |
|                              | 2028 | \$0                         | \$19,375         | \$19,375             | \$19,375          | \$0                |
| <b>NHFP</b>                  | 2028 | \$0                         | \$3,300          | \$3,300              | \$3,300           | \$0                |
| <b>STBG</b>                  | 2025 | \$1,092                     | \$6,724          | \$7,816              | \$7,476           | \$340              |
|                              | 2026 | \$340                       | \$6,724          | \$7,064              | \$7,000           | \$64               |
|                              | 2027 | \$64                        | \$6,724          | \$6,789              | \$5,725           | \$1,064            |
|                              | 2028 | \$1,064                     | \$6,724          | \$7,788              | \$7,550           | \$238              |
| <b>TA</b>                    | 2025 | \$223                       | \$1,016          | \$1,239              | \$721             | \$518              |
|                              | 2026 | \$518                       | \$1,016          | \$1,534              | \$1,355           | \$179              |
|                              | 2027 | \$179                       | \$1,016          | \$1,195              | \$0               | \$1,195            |
|                              | 2028 | \$1,195                     | \$1,016          | \$2,211              | \$0               | \$2,211            |
| <b>WFL</b>                   | 2026 | \$0                         | \$949            | \$949                | \$949             | \$0                |
| <b>State/Local</b>           | 2025 | \$0                         | \$162,903        | \$162,903            | \$162,903         | \$0                |
|                              | 2026 | \$0                         | \$85,649         | \$85,649             | \$85,649          | \$0                |
|                              | 2027 | \$0                         | \$61,947         | \$61,947             | \$61,947          | \$0                |
|                              | 2028 | \$0                         | \$88,180         | \$88,180             | \$88,180          | \$0                |
| <b>Financial Feasibility</b> |      | <b>\$11,271</b>             | <b>\$697,813</b> | <b>\$709,084</b>     | <b>\$705,032</b>  | <b>\$4,052</b>     |

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## Chapter 7: 2025-2028 Funding Secured Projects

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The Metropolitan Transportation Improvement Program 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 <https://wsdot.wa.gov/LocalPrograms/Projects/Reports/ProjectSearch.aspx>.

Projects programmed in the first two years of the 2025-2028 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.

### Project Detail Sheets

State Transportation Improvement Program detailed project pages are included in Appendix G. Detailed information is provided on each project individually and includes project title, project description, funding information, and other project information. Projects are listed in alphabetical order by agency and project name.

### Program Summary

The program of planned projects for 2025-2028 is provided on the annual summary sheets beginning on page 34. 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, performance measures, phase, and funding information.

**Table 3: Project Program Summary 2025-2028**

| Agency                                | Project                                    | Description  | Perform Measure | 2025  | 2026  | 2027 | 2028 |
|---------------------------------------|--|--|-----------------|-------|-------|------|------|
| Battle Ground                         | NW 15th Avenue/W Main St Intersection      | <i>Widen with dual left turn lanes</i>                 | S,C             | RW    | CN    |      |      |
|                                       | NW 20th Avenue & NW 9th St Intersection    | <i>Install compact roundabout</i>                      | S,C,NS          |       | RW    | CN   |      |
|                                       | NW 5th Street, SR 503 to Parkway Av.       | <i>Construct urban neighborhood collector</i>          | S,C,F           | RW    | CN    |      |      |
|                                       | NW Onsdorff Blvd/SR 503 Intersection       | <i>Construct a roundabout</i>                          | S,C,NS          |       |       |      | RW   |
|                                       | SE Grace Av., Main to Rasmussen            | <i>Realign Grace at Main Street</i>                    | S,C             | RW    | CN    | CN   |      |
|                                       | SW Eaton Blvd., SW 20th Av. to SR 503      | <i>Construct 3 lanes, w/sidewalks &amp; bike lanes</i> | S,P,C,F,NS      |       | CN    |      |      |
| C-TRAN                                | 4th Plain Bus Rapid Transit Extension      | <i>Van Mall TC to Mill Plain TC</i>                    | C,AQ,T,NS       | PE/CN | RW/CN | CN   | CN   |
|                                       | ADA Expansion                              | <i>Provide additional ADA services</i>                 | AQ,NS           | All   | All   | All  | All  |
|                                       | Bus Replacement                            | <i>Purchase transit buses</i>                          | T,NS            | All   | All   | All  | All  |
|                                       | Highway 99 Bus Rapid Transit               | <i>Salmon Creek to Vancouver Waterfront</i>            | C,AQ,T,NS       | All   | CN    |      |      |
|                                       | Preventative Maintenance                   | <i>Maintenance of transit assets</i>                   | T               | All   | All   | All  | All  |
| Camas                                 | Citywide Horizontal Curve Safety           | <i>Install horizontal curve warning signs</i>          | S               | CN    |       |      |      |
|                                       | SR 500/Everett St., NE 35th to NE 43rd Av. | <i>Improve to urban arterial standards</i>             | S,P,C,NS        |       |       |      | RW   |
| Clark County                          | Day Break Bridge #273                      | <i>Scour countermeasures and rehabilitate</i>          | B               |       | CN    |      |      |
|                                       | Highway 99 Sidewalk, 102nd to 104th St.    | <i>Sidewalk east of Hwy. 99 and S. of 104th St.</i>    | S,NS            | CN    |       |      |      |
|                                       | Highway 99 Sidewalk, 110th to 117th St.    | <i>Construct curb and sidewalk on east side</i>        | S,NS            | RW    |       |      | CN   |
|                                       | I-5/NE 179th Street                        | <i>County I-5/179th St. improvements</i>               | S,B,C,AQ,NS     | CN    |       |      |      |
|                                       | Matney South Bridge #169                   | <i>Scour countermeasures and upgrade</i>               | B               |       | CN    |      |      |
|                                       | NE 152nd Av., Padden to 99th St.           | <i>Improve to 2 lanes, w/sidewalk &amp; bike lanes</i> | S,P,NS          | CN    | CN    |      |      |
|                                       | NE 15th Av., 179th St. to 10th Av.         | <i>Construct new minor arterial</i>                    | S,P,C,F,NS      |       |       |      | CN   |
|                                       | NE 179th Street, NE 15th Av. - NE 26th Av. | <i>Widen roadway and construct roundabout</i>          | S,P,C,F,NS      | RW    |       |      | CN   |
|                                       | NE 179th St. at 29th Av.                   | <i>Construct roundabout</i>                            | S,C             | CN    |       |      |      |
| NE 179th St. Whipple Creek Stormwater | <i>Construct stormwater facility</i>       |  |                 |       |       | CN   |      |

| Agency            | Project                                       | Description                                   | Perform Measure | 2025  | 2026 | 2027 | 2028 |
|-------------------|---|---|-----------------|-------|------|------|------|
|                   | NE 182nd Av./NE Risto Rd.                     | Construct roundabout and overlay              | S,P             | CN    |      |      |      |
|                   | NE Delfel Rd., 179th St. to 184th St.         | Realign roadway, roundabout at 179th St.      | S,P,F,C         |       |      |      | CN   |
|                   | NE St. Johns Road Pavement Improvements       | Pavement repairs                              | P               | CN    |      |      |      |
|                   | NE Ward Road/NE Davis Road                    | Construct roundabout                          | S,C             |       | CN   |      |      |
|                   | Truman School Sidewalk                        | Sidewalk, ramps, and crossing upgrades        | S,NS            | CN    |      |      |      |
|                   | Whipple, Knapps, Carson Bridge Bundle         | Strengthen/rehabilitate 3 bridges             | B               |       | CN   |      |      |
| La Center         | 4th Street Widening, Cedar to Highland        | Widen road and replace culvert                | S,P,B,NS        | RW/CN | CN   |      |      |
|                   | Pedestrian Path on Pacific Highway            | Construct shared use path                     | NS              |       | CN   |      |      |
|                   | Horizontal Curve & Roadway Departure          | Signs, markings, friction surface, clear zone | S               | CN    |      |      |      |
| Port of Vancouver | Renaissance Trail Segment 4                   | Construct shared use path                     | S,NS            | RW    |      |      |      |
|                   | Renaissance Trail Segment 5                   | Construct shared use path                     | S,NS            | RW    |      |      |      |
| Ridgefield        | Carty Road Multi-Purpose Trail Phase 1        | Construct enhanced crosswalk                  | S,NS            | PE    | RW   | CN   |      |
|                   | Gee Creek Trail, Heron Dr. to Main Av.        | Construct trail                               | S,NS            | RW    | CN   |      |      |
|                   | Ridgefield/I-5 South Connector Project 2      | Analysis for alternative to I-5/SR 502        |                 | PL    |      |      |      |
|                   | S. 10th/11th Street I-5 Overpass:             | Construct new collector arterial overpass     | B,C,F,NS        |       | PE   | RW   |      |
| RTC               | Regional Signal Timing Plans                  | Implement traffic signal timing plans         | S,C,F,AQ        |       |      | PL   | PL   |
|                   | RTC Program Support                           | Support the elements of UPWP                  | All             | PL    | PL   | PL   | PL   |
|                   | Transportation Data Study                     | Procure data set for transportation analysis  |                 |       |      | PL   | PL   |
| Vancouver         | 192nd Av. Corridor, NE 18th St. to SE 1st St. | Upgrade to principal arterial standards       | S,P,C,F,NS      |       | RW   | RW   |      |
|                   | 78th Street/Lakeshore Av. Intersection        | Intersection Improvement                      | S,C,F,AQ        | PE    |      |      |      |
|                   | Chkalov/112th Ave - Mill Plain to 28th St.    | Pavement preservation                         | S,P             |       | CN   |      |      |
|                   | Garrison Road Sidewalk Infill                 | Install sidewalks and bicycle facilities      | S,NS            |       | CN   |      |      |
|                   | Hazel Dell Av. and Burnt Bridge Cr. Trail     | Install safer crossing                        | S,NS            |       | CN   |      |      |

| Agency    | Project                                       | Description                              | Perform Measure | 2025  | 2026  | 2027  | 2028  |
|-----------|---|--|-----------------|-------|-------|-------|-------|
|           | Heights District Infrastructure Phase 1       | Complete Streets improvements            | S,NS            |       | CN    |       |       |
|           | MacArthur/Mill Plain Complete Street          | Complete Streets improvements            | S,NS            | CN    |       |       |       |
|           | NE 18th St., 97th to 107th Av.                | New road with roundabouts & path         | S,P,C,F,NS      | CN    |       |       |       |
|           | NE 28th St., 138th Av. to 162nd Av.           | Construct to urban arterial standards    | S,P,C,NS        |       |       |       | PE    |
|           | Vancouver Plaza Dr. Pedestrian Crossing       | Construct enhanced pedestrian crossing   | S,NS            | PE    | CN    |       |       |
|           | W 4th Plain Blvd - Mill Plain to Fruit Valley | Pavement preservation                    | S,P,F,NS        | CN    |       |       |       |
| Washougal | 32nd Street Rail Underpass Project            | Construct new RR underpass at 32nd St.   | S,C,F,AQ        | PE    | RW    | CN    |       |
|           | 32nd Street Safety - North                    | Markings, shoulders, lighting, guardrail | S               | RW    | CN    |       |       |
|           | 32nd Street Widening-Middle                   | Widen with bike/ped imp., lighting       | S,P,NS          |       |       |       | RW    |
|           | S 27th Street Shared Use Path                 | New separated shared use path            | S,AQ,NS         | RW    | CN    |       |       |
| WSDOT     | Asphalt/Chip Seal Preservation-Clark Co.      | Resurface roadways                       | P               | PE/CN | PE/CN | PE/CN | PE/CN |
|           | Clark County Variable Message Signs           | (2) Variable message signs               | S,C             |       |       |       | PE    |
|           | Concrete Roadway Preservation-Clark Co.       | Replace broken & cracked concrete panels | P               | CN    | CN    |       |       |
|           | I-5/179th Street Interchange                  | Construct interchange                    | S,P,B,C,F       | PE    | RW/CN | CN    | CN    |
|           | I-5/Columbia River Interstate Bridge          | Replace bridge                           | S,B,C,F,AQ,T,NS | PE/RW | PE/RW | PE/RW | PE/RW |
|           | I-5/Interstate Bridge                         | Electrical control system upgrade        | B               | CN    |       |       |       |
|           | I-5/N Fork Lewis River Bridge SB              | Repair bridge                            | B               | PE    |       |       |       |
|           | I-5/SR 502 to Cowlitz Way                     | Ramp Meters                              | S,C,AQ          | PE    |       | CN    | CN    |
|           | SR 500/I-5 at 39th St. - Corridor Connection  | Add westbound right turn lane            | S,C,AQ          | PE    |       | CN    |       |
|           | SR 500/NE Robinson Rd. and NE 3rd St.         | Intersection safety Improvements         | S               | RW/CN |       |       |       |
|           | SWR Strategic Bridge Preservation             | Bridge preservation                      | S,P,B,F         | CN    |       |       |       |

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

**Phase:** Planning (PL), Preliminary Engineering (PE), Right of Way (RW), Construction (CN), and PE/RW/CN (All)

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# APPENDICES

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## APPENDIX A: RTC Board and Committee Membership

RTC is governed by a 15-member board representing general purpose governments, special purpose districts, governmental agencies, or political subdivisions. State legislators whose districts are within RTC’s boundaries are ex-officio (non-voting) members of the Board.

**Table 4: RTC Board Membership**

| Agency/Jurisdiction      | Agency/Jurisdiction  |
|--------------------------|--|
| Clark County             | Washington State Department of Transportation              |
| Skamania County          | Port of Vancouver  |
| Klickitat County         | Port of Camas/Washougal                                    |
| City of Vancouver        | Port of Ridgefield   |
| City of Camas            | Port of Skamania County                                    |
| City of Battle Ground    | Port of Klickitat  |
| City of Ridgefield       | Cowlitz Indian Tribe                                       |
| City of La Center        | Metro (Portland, OR)                                       |
| Town of Yacolt           | Oregon Department of Transportation                        |
| City of Stevenson        | Legislators from the following Washington State Districts: |
| City of North Bonneville | 14 <sup>th</sup> District                                  |
| City of White Salmon     | 17 <sup>th</sup> District                                  |
| City of Bingen           | 18 <sup>th</sup> District                                  |
| City of Goldendale       | 20 <sup>th</sup> District                                  |
| C-TRAN                   | 49 <sup>th</sup> District                                  |

## RTC Board of Directors

The Regional Transportation Council (RTC) Board of Directors is the policy decision-making body for RTC, both as MPO and RTPO. As determined by state and federal laws, the RTC Board comprises 15 voting members composed of elected officials representing the region’s cities, counties, ports, the Cowlitz Indian Tribe, senior staff from state transportation agencies, the region's transit agency, and, because RTC provides services in a bistate region, it also includes representation from Oregon agencies.

**Table 5: RTC Board Members**

| Representative                         | Agency/Jurisdiction  |
|--|--|
| Michelle Belkot                        | Clark County Councilor   |
| Gary Medvigy                           | Clark County Councilor   |
| Karen Bowerman                         | Clark County Councilor   |
| Jack Burkman (Chair)                   | Port of Vancouver Commissioner (Port Representative)             |
| Leann Caver                            | C-TRAN Chief Executive Officer                                   |
| Carley Francis                         | WSDOT Southwest Region Administrator                             |
| Juan Carlos Gonzalez                   | Metro Councilor, Portland, Oregon                                |
| Bill Iyall                             | Cowlitz Indian Tribe   |
| Asa Leckie                             | Skamania County Commissioner (Skamania County Representative)    |
| David Stuebe                           | City of Washougal Mayor (Cities East Representative)             |
| Anne McEnery-Ogle (Vice-Chair)         | Vancouver City Mayor   |
| Troy McCoy                             | Battleground Council Member (Cities North Representative)        |
| Erik Paulsen                           | Vancouver Council Member   |
| Rian Windsheimer                       | Oregon Department of Transportation, Region One Manager          |
| Lori Zoller                            | Port of Klickitat Commissioner (Klickitat County Representative) |
| 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)

Within the Clark County MPO region, the Regional Transportation Advisory Committee (RTAC) meets monthly to coordinate the regional transportation planning program and advise the RTC Board on technical transportation issues. RTAC comprises staff from local jurisdictions, the Cowlitz Indian Tribe, WSDOT, C-TRAN as the region’s transit agency, and bistate representation from ODOT and Metro. RTAC representation is listed in the table below.

**Table 6: RTAC Members**

| <b>Representative</b>    | <b>Agency/Jurisdiction</b>  | <b>Representative</b>        | <b>Agency/Jurisdiction</b> |
|--------------------------|-----------------------------|------------------------------|----------------------------|
| <b>Ryan Jeynes</b>       | City of Battle Ground       | <b>Dean Reynolds</b>         | Cowlitz Indian Tribe       |
| <b>Jim Carothers</b>     | City of Camas               | <b>Taylor Eidt</b>           | C-TRAN                     |
| <b>Tony Cooper</b>       | City of La Center           | <b>Tom Kloster</b>           | Metro                      |
| <b>Chuck Green</b>       | City of Ridgefield          | <b>Trevor Sleeman</b>        | ODOT                       |
| <b>Emily Benoit</b>      | City of Vancouver, Planning | <b>Krista Cagle</b>          | Port of Camas-Washougal    |
| <b>Chris Malone</b>      | City of Vancouver, PW       | <b>Ethan Perry</b>           | Port of Ridgefield         |
| <b>Scott Collins</b>     | City of Washougal           | <b>Jim Hager</b>             | Port of Vancouver          |
| <b>Harrison Husting</b>  | Clark County, Planning      | <b>Vacant</b>                | Town of Yacolt             |
| <b>Christopher Carle</b> | Clark County, PW            | <b>Laurie Lebowsky-Young</b> | WSDOT                      |
| <b>Jennifer Baker</b>    | CREDC                       |                              |                            |
| <b>Jeananne Edwards</b>  | Community in Motion         | <b>Matt Ransom (Chair)</b>   | RTC                        |

## APPENDIX B: Major Projects List

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 tables below provide a summary of estimated project status from the 2024-2027 TIP.

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

**Table 7: Major Projects from 2024-2027 TIP That Were Implemented (Obligated)**

| Funding Program | Agency        | Project Name   | Phase | Federal Funds | State Funds | Local Funds | Total Funds |
|-----------------|---------------|--|-------|---------------|-------------|-------------|-------------|
| HSIP            | Battle Ground | Captain Strong & Chief Umtuch School Zone Upgrade            | CN    | \$132,531     | \$0         | \$0         | \$132,531   |
| NHPP            | Clark Co.     | NE St. Johns Road Pavement Imp.                              | CN    | \$2,430,000   | \$0         | \$1,015,500 | \$3,445,500 |
| CMAQ            | Clark Co.     | Orchards Sifton Adaptive Signals                             | CN    | \$932,000     | \$0         | \$263,000   | \$1,195,000 |
| STBG            | RTC           | Clark County Freight Mobility Study                          | PL    | \$100,000     | \$0         | \$15,607    | \$115,607   |
| TA              | Vancouver     | Evergreen Trail  | CN    | \$250,000     | \$0         | \$3,050,000 | \$3,300,000 |
| HSIP            | Vancouver     | Fourth Plain Blvd Road Diet                                  | CN    | \$706,700     | \$0         | \$8,300     | \$715,000   |
| NHPP            | Vancouver     | Chkalov/112 <sup>th</sup> Avenue, MP to 28 <sup>th</sup> St. | CN    | \$1,804,000   | \$0         | \$810,000   | \$2,650,000 |
| STBG            | Vancouver     | Jefferson Street Realignment Project                         | CN    | \$5,040,000   | \$3,000,000 | \$435,000   | \$8,475,000 |

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

**Table 8: Major Projects from 2024-2027 TIP That Were Delayed**

| Funding Program | Agency    | Project Name                             | Phase | Federal Funds | State Funds | Local Funds | Total Funds |
|-----------------|-----------|--|-------|---------------|-------------|-------------|-------------|
| BR              | Clark Co. | Whipple, Knapps, Carson Bridge Bundle    | CN    | \$761,600     | \$0         | \$50,400    | \$812,000   |
| HIP             | WSDOT     | I-5/Interstate Bridge-Electrical Control | CN    | \$450,800     | \$9,200     | \$0         | \$460,000   |

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

**Table 9: Federally Funded Walking and Biking Projects from the 2024-2027 TIP That Were Obligated**

| Funding Program | Agency        | Project Name                                      | Phase | Federal Funds | State Funds | Local Funds | Total Funds |
|-----------------|---------------|---|-------|---------------|-------------|-------------|-------------|
| HSIP            | Battle Ground | Captain Strong & Chief Umtuch School Zone Upgrade | CN    | \$132,531     | \$0         | \$0         | \$132,531   |
| TA              | Vancouver     | Evergreen Trail                                   | CN    | \$250,000     | \$0         | \$3,050,000 | \$3,300,000 |
| HSIP            | Vancouver     | Fourth Plain Blvd Road Diet                       | CN    | \$706,700     | \$0         | \$8,300     | \$715,000   |

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

## APPENDIX C: CMAQ Air Quality Projects

The following list of projects is seeking CMAQ funding within the 2025-2028 Transportation Improvement Program for Clark County. This section identifies the air quality benefits for each project by providing a preliminary quantitative air quality analysis for each project.

*Table 10: CMAQ/CRP Air Quality Project Status*

| Agency     | Project Title                                 | Project Description  | Air Quality Benefits (kg per day) |        |                 |
|------------|---|--|-----------------------------------|--------|-----------------|
|            |   |  | CO                                | HC     | NO <sub>x</sub> |
| C-TRAN     | Highway 99 Bus Rapid Transit                  | Construct Bus Rapid Transit (BRT) service between Salmon Creek and Vancouver Waterfront            | 79.832                            | 7.871  | 6.746           |
| C-TRAN     | Fourth Plain Bus Rapid Transit Extension      | Construct Bus Rapid Transit (BRT) service between Vancouver Mall and Fisher Landing Transit Center | 28.391                            | 2.799  | 2.399           |
| La Center  | Pedestrian Path on Pacific Highway            | Pedestrian and bicycle shared use path   | 0.746                             | 0.063  | 0.049           |
| Ridgefield | Carty Road Multi-Purpose Trail Phase 1        | Construct an enhanced crosswalk at the S Hillhurst Road and Carty Road intersection                | 0.110                             | 0.009  | 0.007           |
| RTC        | Regional Signal Timing Plans                  | Implement traffic signal timing plans along priority arterials within Clark County.                | 121.023                           | 12.443 | 28.125          |
| WSDOT      | I-5/SB SR 502 to Cowlitz Way – Ramp Meters    | Install ramp meters, mast arms, signals, and cameras   | 34.209                            | 2.812  | 5.841           |
| WSDOT      | SR 500, I-5 at 39th St. – Corridor Connection | Construct westbound right-turn lane from E 39th Street to I-5 Northbound ramp                      | 1.614                             | 0.166  | 0.375           |

## APPENDIX D: Federal, State, and Local Funding Sources

On November 15, 2021, President Biden signed into law the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA). The BIL authorizes \$567.5 billion in funding over a five-year period and focuses on highway and motor vehicle safety, public transportation improvements, bridge investments, carbon reduction, climate change resiliency, electric vehicle infrastructure, rail investments, and research and technology programs. In addition, the BIL emphasizes expanding access and undoing past harms for historically marginalized communities.

### Formula Funding

The BIL authorizes a single amount of formula funds 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 Washington State's apportionment is then allocated to Southwest Washington Regional Transportation Council (RTC), which selects local transportation projects for funding under the Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality (CMAQ) program, Transportation Alternatives (TA) programs, and the Carbon Reduction Program (CRP).

The other part of the formula funds remains with the State, which is then responsible for distributing the funds through different grant programs. These programs include funds from the National Highway Performance Program (NHPP), Highway Safety Improvement Program (HSIP), National Highway Freight Program (NHFP), and Highway Infrastructure Program (HIP), Bridge Formula Program (BFP), Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Formula Program, and National Electric Vehicle Infrastructure (NEVI) program.

**Table 11: FHWA Formula Funding Programs**

| Program   | Description   | Selecting Agency |
|---|---|------------------|
| <b>National Highway Performance Program (NHPP)</b>  | Provide support for the condition and performance of the National Highway System (NHS)  | State            |
| <b>Highway Safety Improvement Program (HSIP)</b>  | 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  | State            |
| <b>National Highway Freight Program (NHFP)</b>  | Improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support freight goals  | State            |
| <b>Highway Infrastructure Program (HIP)</b>   | Road, bridge, ferry, transit capital, and Intelligent Transportation System (ITS) capital projects for the elimination of hazards and the installation of protective devices at railway-highway crossings | State            |
| <b>Bridge Formula Program (BFP)</b>   | Replace, rehabilitate, preserve, protect, and construct bridges on public roads, including non-federal-aid highway bridges  | State            |
| <b>Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)</b> | Make surface transportation more resilient to natural hazards—including climate change, sea level rise, flooding, extreme weather events, and other natural disasters                                     | State            |
| <b>National Electric Vehicle Infrastructure Formula Program (NEVI)</b>  | Projects to strategically deploy electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability                             | State            |
| <b>Congestion Mitigation and Air Quality (CMAQ)</b>   | Flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act  | RTC              |
| <b>Surface Transportation Block Grant (STBG)</b>  | Funds can be used for improvements to roads, walking and biking infrastructure, and transit capital projects. STBG funds are divided among the following programs:  |                  |

|                                       |  |       |
|---------------------------------------|--|-------|
|                                       | ◆ STBG-Urban Large (STBG-UL)/STBG Rural (STBG-R): formula allocation to the Clark County region for projects inside and outside the federal designated urban area boundary                   | RTC   |
|                                       | ◆ STBG-State (STBG): formula allocation to the Washington State Department of Transportation for use on state highway projects   | State |
|                                       | ◆ Transportation Alternatives (TA): formula allocation for active transportation projects such as walking and biking facilities  | RTC   |
| <b>Carbon Reduction Program (CRP)</b> | Projects designed to reduce transportation emissions, defined as carbon dioxide (CO <sub>2</sub> ) emissions from on-road highway sources and the development of carbon reduction strategies | RTC   |

### Discretionary Funding

Another significant source of funding comes through federal discretionary programs where funding is appropriated on an annual basis. These programs utilize a competitive grant process at the federal level for the distribution of funds. The Federal Highway Administration selects projects for all of the grant programs, with the exception of projects for the Railroad Crossing Elimination Grant Program, which are selected by the Federal Railroad Administration. Projects can also be funded through Congressional Earmarks and other authorization and appropriations acts.

**Table 12: Federal Discretionary Funding Programs**

| Program  | Description   |
|--|---|
| <b>Rebuilding American Infrastructure with Sustainability and Equity (RAISE)</b> | Create high quality jobs, improve safety, protect our environment, and generate equitable economic opportunity. Funding can support roads, bridges, transit, rail, ports, or intermodal transportation.   |
| <b>Infrastructure For Rebuilding America (INFRA)</b>                             | Financial assistance and competitive grants to nationally and regionally significant freight and highway projects.  |
| <b>National Infrastructure Project Assistance Program (MEGA)</b>                 | Surface transportation infrastructure projects that are too large or complex for traditional funding programs that will have a significant national or regional impact.   |
| <b>Rural Surface Transportation Grants</b>                                       | Improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, generate regional economic growth, and improve quality of life. |
| <b>Safe Streets and Roads for All (SS4A)</b>                                     | Supports planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users.  |
| <b>Congestion Relief Program (CRP)</b>   | Advance innovative, integrated, and multimodal solutions to reduce congestion and the related economic and environmental costs in the most congested metropolitan areas having an urbanized area population of at least 1 million people.       |
| <b>Strengthening Mobility and Revolutionizing Transportation (SMART)</b>         | Conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety.  |
| <b>Wildlife Crossings Pilot Program (WCPP)</b>                                   | Reduce wildlife-vehicle collisions (WVCs) while improving habitat connectivity for terrestrial and aquatic species.   |
| <b>Charging and Fueling Infrastructure Grants Program</b>                        | Deploy electric vehicle charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors and in communities.  |



| Program   | Description   |
|---|---|
| <b>Bridge Investment Program</b>  | Replace, rehabilitate, preserve, or protect bridges on the National Bridge Inventory and for projects that replace or rehabilitate culverts to improve flood control and improve habitat connectivity for aquatic spaces.   |
| <b>Healthy Streets Program</b>  | Address urban heat island effects and flooding in disadvantaged communities by deploying cool and porous pavements and by increasing tree cover.  |
| <b>Reconnecting Communities Pilot Program</b>   | Restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development. |
| <b>Neighborhood Access and Equity Grants Program</b>  | Reconnect communities divided by existing infrastructure, mitigate negative impacts of transportation facilities or construction projects on communities, and support equitable transportation planning.                    |
| <b>Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)</b> | Make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters.   |
| <b>Reduction of Truck Emissions at Port Facilities Program</b>  | Reduce truck idling and emissions at ports, including through the advancement of port electrification.  |
| <b>Railroad Crossing Elimination Grant Program</b>  | Highway-rail or pathway-rail grade crossing improvements that focus on improving the safety and mobility of people and goods.   |

## FTA Program Funding

The Federal Transit Administration (FTA) provides formula funding to public transit systems in Urbanized Areas that 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. The FTA also provides several discretionary grant programs for funding transit projects and programs.

*Table 13: FTA Funding Programs*

| Program  | Description   | Type                      |
|--|---|---------------------------|
| <b>5307 – Urbanized Area Formula Grants</b>                                    | Transportation capital, planning, job access, and reverse commute projects, as well as operating expenses in certain circumstances.   | Formula                   |
| <b>5309 – Capital Investment Grants</b>  | Major transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit.  | Discretionary             |
| <b>5310 – Enhanced Mobility of Seniors &amp; Individuals with Disabilities</b> | Assisting private nonprofit groups in meeting transportation needs of the elderly and persons with disabilities.  | Formula                   |
| <b>5337 – State of Good Repair</b>   | Provides capital assistance for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and high-intensity motorbus systems and can include developing and implementing Transit Asset Management plans. | Formula and Discretionary |
| <b>5339 – Grants for Buses and Bus Facilities Formula Program</b>              | Replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.  | Formula and Discretionary |
| <b>Discretionary Grant Programs</b>  | Public Transportation Innovation Grants, Transit Oriented Development (TOD) Planning Pilot Program, and FTA Capital Investment Grants.  | Discretionary             |

## 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:

**Table 14: State Discretionary Funding Programs**

| Program  | Description  |
|--|--|
| <b>Connecting Washington (CWA)</b>                     | In 2015 the State passed a transportation investment package known as Connecting Washington (CWA). This package provides \$8.8 billion on state and local road projects, \$1.4 billion on maintenance and preservation, about \$1 billion allocated for non-highway projects, and a portion allocated to local jurisdictions.  |
| <b>Move Ahead Washington (MAW)</b>                     | In 2022 the State passed a transportation investment package known as Move Ahead Washington (MAW). This package provides \$16.8 billion in new resources over the next 16 years, including \$4.3 billion in transit, bike, and pedestrian improvements; \$4 billion in road and bridge projects; \$3 billion for maintenance and preservation; \$2.4 billion for fish passage barrier removal; and \$1.5 billion for the state ferry system. |
| <b>Transportation Improvement Board (TIB) Programs</b> | <p>The TIB distributes grant funding, which comes from the revenue generated by a portion of the statewide gas tax, to cities and urban counties for funding transportation projects through the following programs:</p> <ul style="list-style-type: none"> <li>◆ Urban Arterial Program (UAP): improve safety and mobility along arterial streets in urban areas.</li> </ul>  |
|  | <ul style="list-style-type: none"> <li>◆ Sidewalk Program (SP): pedestrian projects that enhance and promote pedestrian safety and mobility. There is both an urban and small city sidewalk program.</li> </ul>  |

| Program   | Description   |
|---|---|
|   | <ul style="list-style-type: none"> <li>◆ Arterial Preservation Program (APP): provides funding for overlay of federally classified arterial streets in cities with a population greater than 5,000 and an assessed valuation less than \$2 billion.</li> <hr/> <li>◆ Relight Washington (LED): help cities convert to more energy efficient LED streetlights.</li> <hr/> <li>◆ Small City Arterial Program (SCAP): preserve and improve the arterial roadway system for cities under 5,000 population.</li> <hr/> <li>◆ Small City Pavement Preservation Program (SCPPP): rehabilitation and maintenance of the small city roadway system.</li> <hr/> <li>◆ Complete Streets: funding for cities and counties that have an adopted complete streets ordinance</li> <hr/> <li>◆ Federal Match: Assistance to meet the local match of some federally funded projects in small cities (population under 5,000).</li> </ul> |
| <p><b>Washington State Department of Transportation (WSDOT)</b></p> | <p>Programs include a mix of state and federal funding, such as the Consolidated Grant, City Safety, and Safe Routes to School programs. Other funding programs that include only state funding are the Regional Mobility, Pedestrian and Bicycle, and Transit Support programs.</p>  |
| <p><b>County Road Administration Board (CRAB)</b></p>               | <p>The County Road Administration Board (CRAB) was created by the legislature in 1965 to provide statutory oversight of Washington’s 39 county road departments. CRAB manages two grant programs to assist counties in meeting their transportation needs:</p> <hr/> <ul style="list-style-type: none"> <li>◆ 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.</li> </ul>   |

| Program  | Description  |
|--|--|
|  | <ul style="list-style-type: none"> <li>◆ County Arterial Preservation Program (CAPP): fund the preservation of existing paved county arterials, provided to counties as direct allocation based on paved arterial lane miles by the County Road Administration Board.</li> </ul> |
| <b>Washington State Recreation and Conservation Office (RCO)</b> | 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, impact fees for highway projects, and sales tax for transit projects. Other revenues include moneys from permits, fees, and taxes.

*Table 15: Local Revenue Programs*

| Program                                 | Description  |
|---|--|
| <b>Property Tax</b>                     | Portion of property taxes to the County Road Fund (approximately \$2.25 per \$1,000 of assessed value).  |
| <b>Transportation Impact Fees (TIF)</b> | Transportation impact fees to address the impact of development activity on transportation facilities.   |
| <b>Arterial Street Fund (ASF)</b>       | Distribution of the state gasoline tax to cities and counties based on each jurisdiction’s population.   |
| <b>Road Improvement District (RID)</b>  | 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. |

| Program   | Description   |
|---|---|
| <b>Transportation Benefit District (TBD)</b>          | TBDS are quasi-municipal corporations and independent taxing districts that can raise revenue for specific transportation projects, usually through vehicle license fees or sales taxes.        |
| <b>Frontage Improvement Agreements</b>                | Developments requirements to construct frontage improvements.   |
| <b>Latecomer Fees</b>                                 | New developments and redevelopments 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. |
| <b>Sales and Use Tax</b>                              | 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.   |
| <b>RCW 81.104 (High Capacity Transit Legislation)</b> | RCW 81.104 authorizes local jurisdictions to plan for and finance high capacity transportation systems through voter-approved tax options.  |
| <b>Transit-Fare</b>                                   | This is the amount of revenue generated by transit fare, ticket, and pass sales.  |

## APPENDIX E: 2025-2028 TIP Project Analysis

Appendix E provides an overview of the projects included in the 2025-2028 TIP, including project type and spending by project type.

### Projects by Type

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

- ◆ Bicycle & Pedestrian: stand-alone projects that primarily encourage walking and biking, such as sidewalks, bicycle lanes, paths, improved pedestrian crossings, etc.
- ◆ Bridge: work that is accomplished on bridges, such as bridge construction, bridge replacement, repair, and painting.
- ◆ Planning: preparing, analyzing, and implementing studies and plans to improve transport systems.
- ◆ Preservation: proactive approach to maintain the existing transportation system. This can include pavement overlay, pavement repair, guardrail replacement, etc.
- ◆ Road Improvement: improvements that enhance a roadway for motor vehicles, such as road widening, reconstruction, intersection improvements, and other geometric improvements.
- ◆ Safety: improvements to the transportation system that are primarily intended to reduce the risk of a collision, such as intersection improvements, signage, lane markings, and guardrails.
- ◆ Transit: capital, planning, and preservation projects of the public transit service that C-TRAN provides within the region.
- ◆ TSMO: Transportation System Management and Operations are low-cost, technology-based projects that are implemented to optimize the performance of existing transportation systems, such as traffic detection and signal improvements.

**Table 16: 2025-2028 TIP Projects by Type**

| <b>Project Type</b>             | <b>Number of Projects</b> | <b>% of Projects</b> | <b>Total Programmed</b> | <b>% of Total Programmed</b> |
|---------------------------------|---------------------------|----------------------|-------------------------|------------------------------|
| <b>Bicycle &amp; Pedestrian</b> | 14                        | 20.9%                | \$42,924,619            | 6.1%                         |
| <b>Bridge</b>                   | 7                         | 10.5%                | \$146,692,742           | 20.8%                        |
| <b>Planning</b>                 | 3                         | 4.5%                 | \$4,905,791             | 0.7%                         |
| <b>Preservation</b>             | 5                         | 7.5%                 | \$69,352,090            | 9.8%                         |
| <b>Road Improvement</b>         | 25                        | 37.3%                | \$211,845,057           | 30.0%                        |
| <b>Safety</b>                   | 5                         | 7.5%                 | \$67,822,702            | 9.6%                         |
| <b>Transit</b>                  | 5                         | 7.5%                 | \$158,264,938           | 22.5%                        |
| <b>TSMO</b>                     | 3                         | 4.5%                 | \$3,223,665             | 0.5%                         |
| <b>Total</b>                    | <b>67</b>                 | <b>100%</b>          | <b>\$705,031,604</b>    | <b>100%</b>                  |



Figure 5: Percentage of Projects by Project Type (Total Projects 73)

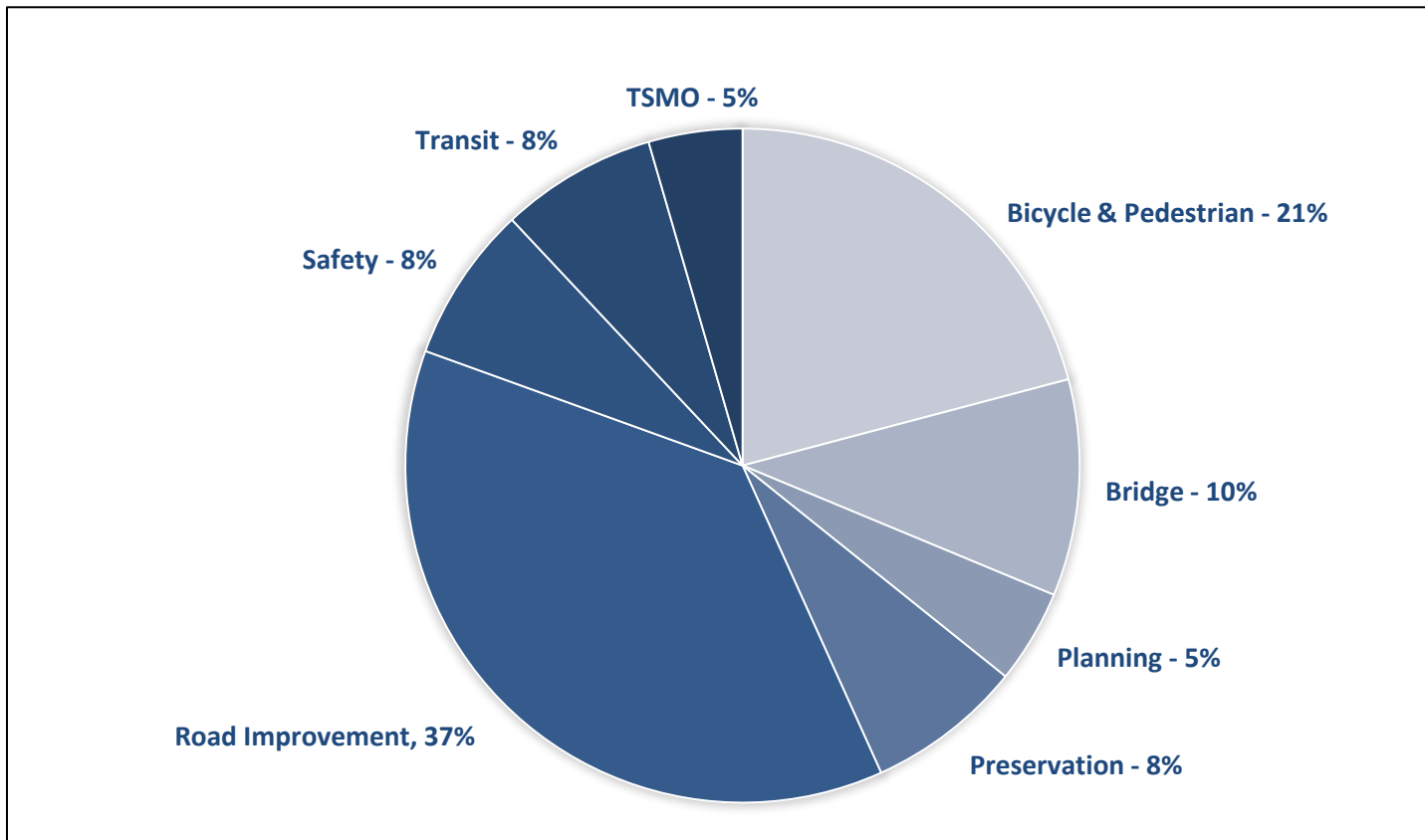
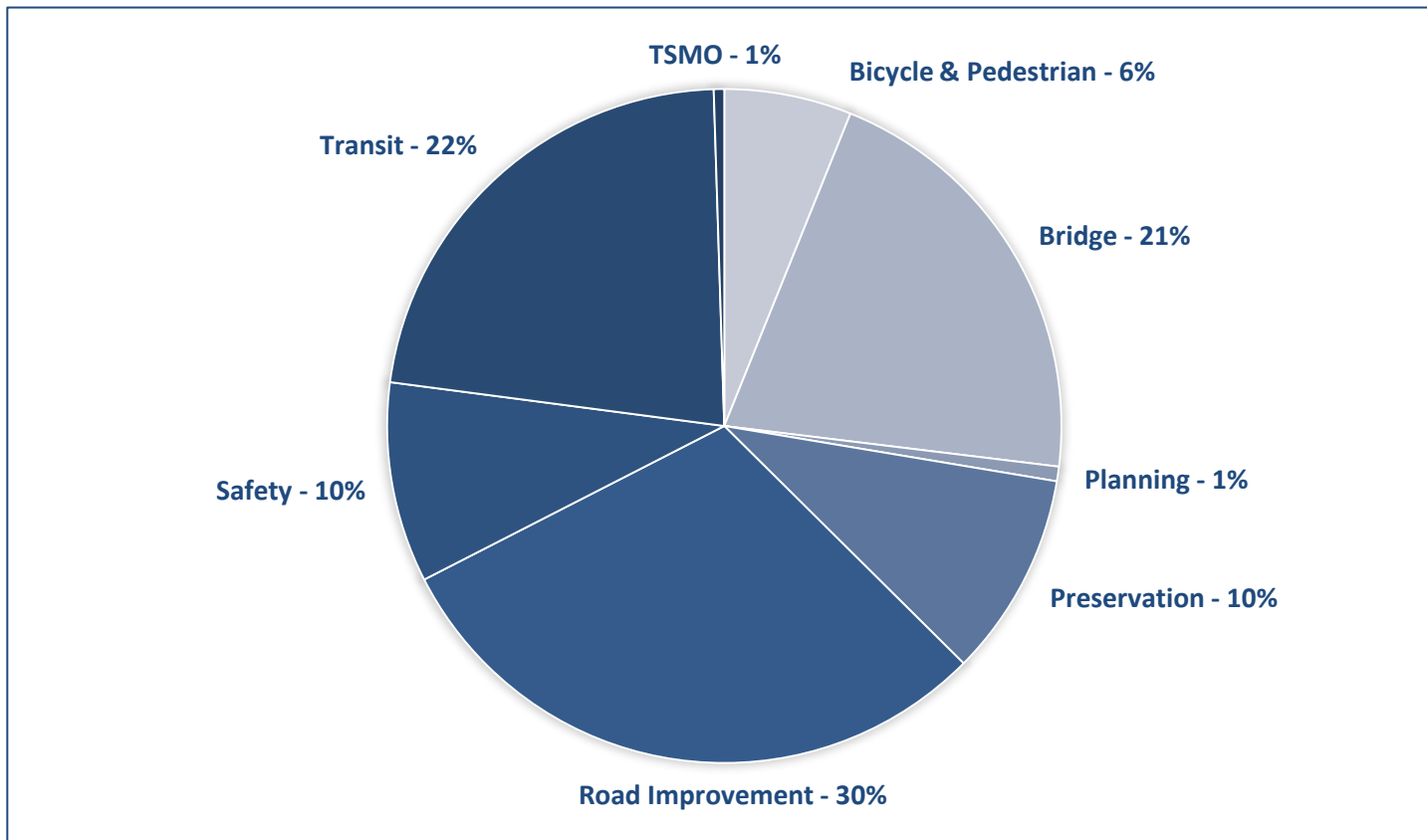


Figure 6: Percentage of Dollars Programmed by Project Type (Total Programmed \$760.1 million)



## APPENDIX F: Public Comments

Citizens and appropriate parties were provided a reasonable opportunity to comment on the 2025-2028 Transportation Improvement Program (TIP) through a public involvement process. This process includes a minimum of a 30-day public comment period. Public comment period concluded with testimony at the October RTC Board meeting. The draft TIP document and project information was made available during the public comment period. Although projects were discussed, no public comments were submitted on the TIP document. The following table includes all comments received, along with RTC staff responses:

**Table 17: Public Comments**

| Project | Support Project | Comment | Staff Response |
|---------|-----------------|---------|----------------|
|         |                 |         |                |

## **APPENDIX G: Project Detail Sheets**

State Transportation Improvement Program detailed project pages are included in Appendix G. Detailed information is provided on each project individually and includes project title, project description, funding information, and other project information. Projects are listed in alphabetical order by agency and project name.

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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. |
|----------|----------------|-----|----------|----------|----------------------|--------------------|-------------|---------------|---------------|----------------------------|-----------------|
| 03       | CNWA (018)     |     | BG11-08f | 03       | 0.130                | CE                 | Yes         | NW 2nd Street | W Main Street | 878,250                    |                 |

NW 15th Avenue/W Main Street Intersection Improvements

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

**Funding**

| Phase                 | Start Date | Federal | Fund Code | Federal Funds |          | State Fund Code | State Funds    | Local Funds | Total          |
|-----------------------|------------|---------|-----------|---------------|----------|-----------------|----------------|-------------|----------------|
|                       |            |         |           |               |          |                 |                |             |                |
| RW                    | 2025       |         |           |               | 0        | CWA             | 200,000        | 0           | 200,000        |
| CN                    | 2026       |         |           |               | 0        | CWA             | 593,250        | 0           | 593,250        |
| <b>Project Totals</b> |            |         |           |               | <b>0</b> |                 | <b>793,250</b> | <b>0</b>    | <b>793,250</b> |

**Expenditure Schedule**

| Phase         | 1st            | 2nd            | 3rd      | 4th      | 5th & 6th |
|---------------|----------------|----------------|----------|----------|-----------|
| RW            | 200,000        | 0              | 0        | 0        | 0         |
| CN            | 0              | 593,250        | 0        | 0        | 0         |
| <b>Totals</b> | <b>200,000</b> | <b>593,250</b> | <b>0</b> | <b>0</b> | <b>0</b>  |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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. |
|----------|----------------|-----|---------|----------|----------------------|--------------------|-------------|---------------|---------------|----------------------------|-----------------|
| 05       | 4457(001)      |     | BG22-01 | 04       | 0.000                | DCE                | Yes         | NW 9th Street | NW 9th Street | 529,600                    |                 |

NW 20th Avenue & NW 9th Street Intersection

Install compact roundabout, rectangular rapid flashing beacons, street lighting, signing, pavement markings, and curb ramps

**Funding**

| Phase                 | Start Date | Federal | Fund Code | Federal Funds  |                 | State Funds | Local Funds   | Total          |
|-----------------------|------------|---------|-----------|----------------|-----------------|-------------|---------------|----------------|
|                       |            |         |           | Federal        | State Fund Code |             |               |                |
| RW                    | 2026       |         | HSIP      | 16,000         |                 | 0           | 800           | 16,800         |
| CN                    | 2027       |         | HSIP      | 416,000        |                 | 0           | 20,800        | 436,800        |
| <b>Project Totals</b> |            |         |           | <b>432,000</b> |                 | <b>0</b>    | <b>21,600</b> | <b>453,600</b> |

**Expenditure Schedule**

| Phase         | 1st      | 2nd           | 3rd            | 4th      | 5th & 6th |
|---------------|----------|---------------|----------------|----------|-----------|
| RW            | 0        | 16,800        | 0              | 0        | 0         |
| CN            | 0        | 0             | 436,800        | 0        | 0         |
| <b>Totals</b> | <b>0</b> | <b>16,800</b> | <b>436,800</b> | <b>0</b> | <b>0</b>  |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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 (020)     |     | BG11-08d | 01       | 0.500                | CE                 | Yes         | SR 503        | N Parkway Avenue | 4,525,000                  |                 |

NW 5th Street

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

**Funding**

| Phase                 | Start Date | Federal | Fund Code | Federal Funds |          | State Fund Code | State Funds      | Local Funds      | Total            |
|-----------------------|------------|---------|-----------|---------------|----------|-----------------|------------------|------------------|------------------|
|                       |            |         |           |               |          |                 |                  |                  |                  |
| RW                    | 2025       |         |           |               | 0        | CWA             | 315,000          | 0                | 315,000          |
| CN                    | 2026       |         |           |               | 0        | CWA             | 1,998,415        | 2,001,585        | 4,000,000        |
| <b>Project Totals</b> |            |         |           |               | <b>0</b> |                 | <b>2,313,415</b> | <b>2,001,585</b> | <b>4,315,000</b> |

**Expenditure Schedule**

| Phase         | 1st            | 2nd              | 3rd      | 4th      | 5th & 6th |
|---------------|----------------|------------------|----------|----------|-----------|
| RW            | 315,000        | 0                | 0        | 0        | 0         |
| CN            | 0              | 4,000,000        | 0        | 0        | 0         |
| <b>Totals</b> | <b>315,000</b> | <b>4,000,000</b> | <b>0</b> | <b>0</b> | <b>0</b>  |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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. |
|----------|----------------|-----|---------|----------|----------------------|--------------------|-------------|------------------|-------------|----------------------------|-----------------|
| 05       | 0503(043)      |     | BG14-02 | 03       | 0.000                | CE                 | Yes         | NW Onsdorff Blvd | SR 503      | 5,000,000                  |                 |

NW Onsdorff Blvd / SR 503 Intersection Improvements

Construct a roundabout

**Funding**

| Phase                 | Start Date | Federal | Fund Code | Federal Funds |                 | State Funds | Local Funds    | Total          |
|-----------------------|------------|---------|-----------|---------------|-----------------|-------------|----------------|----------------|
|                       |            |         |           | Federal Funds | State Fund Code |             |                |                |
| RW                    | 2027       |         |           | 0             |                 | 0           | 100,000        | 100,000        |
| <b>Project Totals</b> |            |         |           | <b>0</b>      |                 | <b>0</b>    | <b>100,000</b> | <b>100,000</b> |

**Expenditure Schedule**

| Phase         | 1st      | 2nd      | 3rd            | 4th      | 5th & 6th |
|---------------|----------|----------|----------------|----------|-----------|
| RW            | 0        | 0        | 100,000        | 0        | 0         |
| <b>Totals</b> | <b>0</b> | <b>0</b> | <b>100,000</b> | <b>0</b> | <b>0</b>  |



**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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. |
|----------|----------------|-------|---------|----------|----------------------|--------------------|-------------|---------------|------------------------|----------------------------|-----------------|
| 04       |                | WA331 | BG11-07 | 03       | 0.400                | CE                 | Yes         | E Main Street | SE Rasmussen Boulevard | 7,627,888                  |                 |

SE Grace Avenue Phase 2 Improvements

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

**Funding**

| Phase                 | Start Date | Federal Fund Code | Federal Funds    | State Fund Code | State Funds      | Local Funds | Total            |
|-----------------------|------------|-------------------|------------------|-----------------|------------------|-------------|------------------|
| RW                    | 2025       | DEMO              | 400,000          | TIB             | 500,000          | 0           | 900,000          |
| CN                    | 2026       | DEMO              | 1,600,000        | TIB             | 251,852          | 0           | 1,851,852        |
| CN                    | 2027       | STBG(UL)          | 2,300,000        | TIB             | 2,248,148        | 0           | 4,548,148        |
| <b>Project Totals</b> |            |                   | <b>4,300,000</b> |                 | <b>3,000,000</b> | <b>0</b>    | <b>7,300,000</b> |

**Expenditure Schedule**

| Phase         | 1st            | 2nd              | 3rd              | 4th      | 5th & 6th |
|---------------|----------------|------------------|------------------|----------|-----------|
| RW            | 900,000        | 0                | 0                | 0        | 0         |
| CN            | 0              | 1,851,852        | 4,548,148        | 0        | 0         |
| <b>Totals</b> | <b>900,000</b> | <b>1,851,852</b> | <b>4,548,148</b> | <b>0</b> | <b>0</b>  |

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 28, 2024

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. |
|----------|----------------|-----|---------|----------|----------------------|--------------------|-------------|----------------|------------------------|----------------------------|-----------------|
| 04       | 4460(001)      |     | BG18-01 | 03       | 0.660                | CE                 | Yes         | east of SR 503 | west of SW 20th Avenue | 16,215,432                 |                 |

SW Eaton Boulevard Improvements

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

**Funding**

| Phase                 | Start Date | Federal Fund Code | Federal Funds    | State Fund Code | State Funds      | Local Funds       | Total             |
|-----------------------|------------|-------------------|------------------|-----------------|------------------|-------------------|-------------------|
| CN                    | 2026       | STBG(UL)          | 1,929,000        | OTHER           | 1,000,000        | 11,071,000        | 14,000,000        |
| <b>Project Totals</b> |            |                   | <b>1,929,000</b> |                 | <b>1,000,000</b> | <b>11,071,000</b> | <b>14,000,000</b> |

**Expenditure Schedule**

| Phase         | 1st      | 2nd               | 3rd      | 4th      | 5th & 6th |
|---------------|----------|-------------------|----------|----------|-----------|
| CN            | 0        | 14,000,000        | 0        | 0        | 0         |
| <b>Totals</b> | <b>0</b> | <b>14,000,000</b> | <b>0</b> | <b>0</b> | <b>0</b>  |

| Agency Totals for Battle Ground | Federal Funds | State Funds | Local Funds | Total      |
|---------------------------------|---------------|-------------|-------------|------------|
|                                 | 6,661,000     | 7,106,665   | 13,194,185  | 26,961,850 |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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. |
|----------|----------------|-----|----------|----------|----------------------|--------------------|-------------|-------------------------------|---------------------------|----------------------------|-----------------|
| 03       |                |     | CTRAN004 | 23       | 9.500                | DCE                | Yes         | Vancouver Mall Transit Center | Mill Plain Transit Center | 42,125,000                 |                 |

4th Plain Bus Rapid Transit Extension

This project constructs transit improvements needed to extend Bus Rapid Transit (BRT) service along the 4th Plain corridor. Improvements primarily include, but are no limited to, the construction of BRT bus stations.

**Funding**

| Phase                 | Start Date | Federal Fund Code | Federal Funds |                  | State Fund Code | State Funds | Local Funds       | Total             |
|-----------------------|------------|-------------------|---------------|------------------|-----------------|-------------|-------------------|-------------------|
|                       |            |                   | Federal       | Funds            |                 |             |                   |                   |
| PE                    | 2025       |                   |               | 0                |                 | 0           | 2,000,000         | 2,000,000         |
| RW                    | 2026       |                   |               | 0                |                 | 0           | 1,000,000         | 1,000,000         |
| CN                    | 2025       |                   |               | 0                |                 | 0           | 27,000,000        | 27,000,000        |
| CN                    | 2026       | CRP(UL)           |               | 630,000          |                 | 0           | 4,220,000         | 4,850,000         |
| CN                    | 2027       |                   |               | 0                |                 | 0           | 4,000,000         | 4,000,000         |
| CN                    | 2027       | CRP(UL)           |               | 120,000          |                 | 0           | 30,000            | 150,000           |
| CN                    | 2028       | CMAQ              |               | 1,900,000        |                 | 0           | 475,000           | 2,375,000         |
| CN                    | 2028       | CRP(UL)           |               | 600,000          |                 | 0           | 150,000           | 750,000           |
| <b>Project Totals</b> |            |                   |               | <b>3,250,000</b> |                 | <b>0</b>    | <b>38,875,000</b> | <b>42,125,000</b> |

**Expenditure Schedule**

| Phase         | 1st              | 2nd              | 3rd      | 4th               | 5th & 6th        |
|---------------|------------------|------------------|----------|-------------------|------------------|
| PE            | 2,000,000        | 0                | 0        | 0                 | 0                |
| RW            | 0                | 1,000,000        | 0        | 0                 | 0                |
| CN            | 0                | 4,850,000        | 0        | 31,150,000        | 3,125,000        |
| <b>Totals</b> | <b>2,000,000</b> | <b>5,850,000</b> | <b>0</b> | <b>31,150,000</b> | <b>3,125,000</b> |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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 | 3,807,073                  |                 |

ADA Expansion

Provide for the enhanced mobility of seniors and individuals with disabilities through travel training, transportation services, vehicles, mobility management, and other transit improvements.

**Funding**

| Phase                 | Start Date | Federal | Fund Code | Federal Funds    |                 | State Funds | Local Funds    | Total            |
|-----------------------|------------|---------|-----------|------------------|-----------------|-------------|----------------|------------------|
|                       |            |         |           | Federal Funds    | State Fund Code |             |                |                  |
| ALL                   | 2025       |         | 5310      | 1,215,658        |                 | 0           | 303,915        | 1,519,573        |
| ALL                   | 2026       |         | 5310      | 610,000          |                 | 0           | 152,500        | 762,500          |
| ALL                   | 2027       |         | 5310      | 610,000          |                 | 0           | 152,500        | 762,500          |
| ALL                   | 2028       |         | 5310      | 610,000          |                 | 0           | 152,500        | 762,500          |
| <b>Project Totals</b> |            |         |           | <b>3,045,658</b> |                 | <b>0</b>    | <b>761,415</b> | <b>3,807,073</b> |

**Expenditure Schedule**

| Phase         | 1st            | 2nd            | 3rd            | 4th            | 5th & 6th        |
|---------------|----------------|----------------|----------------|----------------|------------------|
| ALL           | 634,512        | 634,512        | 634,512        | 634,512        | 1,269,025        |
| <b>Totals</b> | <b>634,512</b> | <b>634,512</b> | <b>634,512</b> | <b>634,512</b> | <b>1,269,025</b> |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**County:** Clark

**Agency:** C-TRAN

| Func Cls | Project Number | PIN | STIP ID  | Imp Type | Total Project Length | Environmental Type | RW Required | Begin Termini | End Termini   | Total Est. Cost of Project | STIP Amend. No. |
|----------|----------------|-----|----------|----------|----------------------|--------------------|-------------|---------------|---------------|----------------------------|-----------------|
| 00       |                |     | WA-06224 | 23       | 0.000                | CE                 | No          | District Wide | District Wide | 5,429,969                  |                 |

Bus Replacement

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

**Funding**

| Phase | Start Date | Federal Funds         |           | State Fund Code | State Funds      | Local Funds | Total            |                  |
|-------|------------|-----------------------|-----------|-----------------|------------------|-------------|------------------|------------------|
|       |            | Federal               | Fund Code |                 |                  |             |                  |                  |
| ALL   | 2025       |                       | 5337      |                 | 286,948          | 0           | 71,737           | 358,685          |
| ALL   | 2025       |                       | 5339      |                 | 1,447,027        | 0           | 361,757          | 1,808,784        |
| ALL   | 2026       |                       | 5339      |                 | 725,000          | 0           | 181,250          | 906,250          |
| ALL   | 2026       |                       | 5337      |                 | 145,000          | 0           | 36,250           | 181,250          |
| ALL   | 2027       |                       | 5339      |                 | 725,000          | 0           | 181,250          | 906,250          |
| ALL   | 2027       |                       | 5337      |                 | 145,000          | 0           | 36,250           | 181,250          |
| ALL   | 2028       |                       | 5339      |                 | 725,000          | 0           | 181,250          | 906,250          |
| ALL   | 2028       |                       | 5337      |                 | 145,000          | 0           | 36,250           | 181,250          |
|       |            | <b>Project Totals</b> |           |                 | <b>4,343,975</b> | <b>0</b>    | <b>1,085,994</b> | <b>5,429,969</b> |

**Expenditure Schedule**

| Phase         | 1st      | 2nd              | 3rd      | 4th              | 5th & 6th        |
|---------------|----------|------------------|----------|------------------|------------------|
| ALL           | 0        | 1,079,969        | 0        | 3,262,500        | 1,087,500        |
| <b>Totals</b> | <b>0</b> | <b>1,079,969</b> | <b>0</b> | <b>3,262,500</b> | <b>1,087,500</b> |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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. |
|----------|----------------|-----|----------|----------|----------------------|--------------------|-------------|----------------------|--------------|----------------------------|-----------------|
| 03       |                |     | CTRAN003 | 23       | 9.000                | DCE                | Yes         | Vancouver Waterfront | Salmon Creek | 56,000,000                 |                 |

Highway 99 Bus Rapid Transit

This project constructs transit improvements needed to provide Bus Rapid Transit (BRT) service along Highway 99. Improvements primarily include, but are not limited to, the construction of BRT bus stations.

**Funding**

| Phase                 | Start Date | Federal | Fund Code | Federal Funds    |       | State Funds       | Local Funds       | Total             |
|-----------------------|------------|---------|-----------|------------------|-------|-------------------|-------------------|-------------------|
|                       |            |         |           | Fund Code        | Funds |                   |                   |                   |
| PE                    | 2025       |         |           |                  | 0     | 0                 | 2,000,000         | 2,000,000         |
| RW                    | 2025       |         |           |                  | 0     | 0                 | 1,000,000         | 1,000,000         |
| CN                    | 2025       |         | CRP(UL)   | 1,500,000        |       | 0                 | 375,000           | 1,875,000         |
| CN                    | 2025       |         | CMAQ      | 1,500,000        |       | WSDOT 6,000,000   | 24,700,000        | 32,200,000        |
| CN                    | 2025       |         |           | 0                |       | WSDOT 11,000,000  | 0                 | 11,000,000        |
| CN                    | 2026       |         | CMAQ      | 2,000,000        |       | 0                 | 5,925,000         | 7,925,000         |
| <b>Project Totals</b> |            |         |           | <b>5,000,000</b> |       | <b>17,000,000</b> | <b>34,000,000</b> | <b>56,000,000</b> |

**Expenditure Schedule**

| Phase         | 1st               | 2nd               | 3rd      | 4th      | 5th & 6th |
|---------------|-------------------|-------------------|----------|----------|-----------|
| PE            | 2,000,000         | 0                 | 0        | 0        | 0         |
| RW            | 1,000,000         | 0                 | 0        | 0        | 0         |
| CN            | 30,000,000        | 23,000,000        | 0        | 0        | 0         |
| <b>Totals</b> | <b>33,000,000</b> | <b>23,000,000</b> | <b>0</b> | <b>0</b> | <b>0</b>  |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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 | 50,902,896                 |                 |

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                   | 2025       |               | 5307      |                 | 0           | 4,071,829         | 20,359,146        |
| ALL                   | 2026       |               | 5307      |                 | 0           | 2,036,250         | 10,181,250        |
| ALL                   | 2027       |               | 5307      |                 | 0           | 2,036,250         | 10,181,250        |
| ALL                   | 2028       |               | 5307      |                 | 0           | 2,036,250         | 10,181,250        |
| <b>Project Totals</b> |            |               |           |                 | <b>0</b>    | <b>10,180,579</b> | <b>50,902,896</b> |

**Expenditure Schedule**

| Phase         | 1st               | 2nd               | 3rd               | 4th               | 5th & 6th |
|---------------|-------------------|-------------------|-------------------|-------------------|-----------|
| ALL           | 20,359,146        | 10,181,250        | 10,181,250        | 10,181,250        | 0         |
| <b>Totals</b> | <b>20,359,146</b> | <b>10,181,250</b> | <b>10,181,250</b> | <b>10,181,250</b> | <b>0</b>  |

| Federal Funds                   |  | State Funds       | Local Funds       | Total              |
|---------------------------------|--|-------------------|-------------------|--------------------|
| <b>Agency Totals for C-TRAN</b> |  | <b>17,000,000</b> | <b>84,902,988</b> | <b>158,264,938</b> |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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. |
|----------|----------------|-----|---------|----------|----------------------|--------------------|-------------|---------------|-------------|----------------------------|-----------------|
| 04       | 000S(661)      |     | 012023  | 21       | 0.000                | CE                 | Yes         | Citywide      | Citywide    | 360,000                    |                 |

Citywide Horizontal Curve Safety Improvements

Install horizontal curve warning signs.

**Funding**

| Phase                 | Start Date | Federal | Fund Code | Federal Funds  |  | State Fund Code | State Funds | Local Funds | Total          |
|-----------------------|------------|---------|-----------|----------------|--|-----------------|-------------|-------------|----------------|
|                       |            |         |           |                |  |                 |             |             |                |
| CN                    | 2025       |         | HSIP      | 251,808        |  |                 | 0           | 0           | 251,808        |
| <b>Project Totals</b> |            |         |           | <b>251,808</b> |  |                 | <b>0</b>    | <b>0</b>    | <b>251,808</b> |

**Expenditure Schedule**

| Phase         | 1st            | 2nd      | 3rd      | 4th      | 5th & 6th |
|---------------|----------------|----------|----------|----------|-----------|
| CN            | 251,808        | 0        | 0        | 0        | 0         |
| <b>Totals</b> | <b>251,808</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>  |



**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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. |
|----------|----------------|-----|---------|----------|----------------------|--------------------|-------------|---------------|-------------|----------------------------|-----------------|
| 04       | 0500(035)      |     | 012024  | 04       | 0.500                | CE                 | Yes         | NE 35th Ave   | NE 43rd Ave | 15,498,000                 |                 |

SR-500/Everett Street

Improve to urban arterial standards with pedestrian and bicycle facilities, illumination and stormwater facilities

**Funding**

| Phase                 | Start Date | Federal | Fund Code | Federal Funds  |  | State Fund Code | State Funds | Local Funds    | Total            |
|-----------------------|------------|---------|-----------|----------------|--|-----------------|-------------|----------------|------------------|
|                       |            |         |           |                |  |                 |             |                |                  |
| RW                    | 2027       |         | STBG(UL)  | 625,000        |  |                 | 0           | 756,000        | 1,381,000        |
| <b>Project Totals</b> |            |         |           | <b>625,000</b> |  |                 | <b>0</b>    | <b>756,000</b> | <b>1,381,000</b> |

**Expenditure Schedule**

| Phase         | 1st      | 2nd      | 3rd              | 4th            | 5th & 6th |
|---------------|----------|----------|------------------|----------------|-----------|
| RW            | 0        | 0        | 1,000,000        | 381,000        | 0         |
| <b>Totals</b> | <b>0</b> | <b>0</b> | <b>1,000,000</b> | <b>381,000</b> | <b>0</b>  |

|                                | Federal Funds  | State Funds | Local Funds    | Total            |
|--------------------------------|----------------|-------------|----------------|------------------|
| <b>Agency Totals for Camas</b> | <b>876,808</b> | <b>0</b>    | <b>756,000</b> | <b>1,632,808</b> |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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. |
|----------|----------------|-----|----------|----------|----------------------|--------------------|-------------|---------------|-------------|----------------------------|-----------------|
| 05       | F067(006)      |     | WA-13928 | 47       | 0.060                | DCE                | Yes         | Bridge # 273  | Bridge #273 | 4,285,000                  |                 |

Day Break Bridge # 273

Implement scour countermeasures at known areas of scour, the middle pier and southern abutment, as well as study and rehabilitate any additional areas of need.

**Funding**

| Phase                 | Start Date | Federal Fund Code | Federal Funds    | State Fund Code | State Funds | Local Funds    | Total            |
|-----------------------|------------|-------------------|------------------|-----------------|-------------|----------------|------------------|
| CN                    | 2026       | BR                | 2,453,800        |                 | 0           | 966,200        | 3,420,000        |
| <b>Project Totals</b> |            |                   | <b>2,453,800</b> |                 | <b>0</b>    | <b>966,200</b> | <b>3,420,000</b> |

**Expenditure Schedule**

| Phase         | 1st      | 2nd              | 3rd           | 4th      | 5th & 6th |
|---------------|----------|------------------|---------------|----------|-----------|
| CN            | 0        | 3,410,000        | 10,000        | 0        | 0         |
| <b>Totals</b> | <b>0</b> | <b>3,410,000</b> | <b>10,000</b> | <b>0</b> | <b>0</b>  |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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. |
|----------|----------------|-----|----------|----------|----------------------|--------------------|-------------|-----------------------------|-----------------------------|----------------------------|-----------------|
| 03       | 9906(061)      |     | WA-13929 | 28       | 0.120                | CE                 | Yes         | Vicinity of NE 102nd Street | Vicinity of NE 104th Street | 1,947,000                  |                 |

Highway 99 Sidewalk

This project will construct new raised concrete curb and sidewalk along the east side of Highway 99 and south side of NE 104th Street fulfilling the gap of missing sidewalk.

**Funding**

| Phase                 | Start Date | Federal | Fund Code | Federal Funds  | State Fund Code | State Funds | Local Funds    | Total            |
|-----------------------|------------|---------|-----------|----------------|-----------------|-------------|----------------|------------------|
| CN                    | 2025       |         | TA(UL)    | 505,000        |                 | 0           | 822,000        | 1,327,000        |
| <b>Project Totals</b> |            |         |           | <b>505,000</b> |                 | <b>0</b>    | <b>822,000</b> | <b>1,327,000</b> |

**Expenditure Schedule**

| Phase         | 1st              | 2nd           | 3rd      | 4th      | 5th & 6th |
|---------------|------------------|---------------|----------|----------|-----------|
| CN            | 1,317,000        | 10,000        | 0        | 0        | 0         |
| <b>Totals</b> | <b>1,317,000</b> | <b>10,000</b> | <b>0</b> | <b>0</b> | <b>0</b>  |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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. |
|----------|----------------|-----|----------|----------|----------------------|--------------------|-------------|-----------------|-----------------|----------------------------|-----------------|
| 03       | 4253(016)      |     | WA-15844 | 28       | 0.300                | CE                 | Yes         | NE 110th Street | NE 117th Street | 4,010,000                  |                 |

Highway 99 Sidewalk (NE 110th St.-NE 117th St.)

This project will construct a new raised concrete curb and sidewalk along the east side of Highway 99 fulfilling the gap of missing sidewalk between the vicinity of NE 110th Street to NE 117th Street.

**Funding**

| Phase                 | Start Date | Federal | Fund Code | Federal Funds |          | State Fund Code | State Funds | Local Funds      | Total            |
|-----------------------|------------|---------|-----------|---------------|----------|-----------------|-------------|------------------|------------------|
|                       |            |         |           |               |          |                 |             |                  |                  |
| RW                    | 2025       |         |           |               | 0        |                 | 0           | 750,000          | 750,000          |
| CN                    | 2027       |         |           |               | 0        |                 | 0           | 2,610,000        | 2,610,000        |
| <b>Project Totals</b> |            |         |           |               | <b>0</b> |                 | <b>0</b>    | <b>3,360,000</b> | <b>3,360,000</b> |

**Expenditure Schedule**

| Phase         | 1st      | 2nd           | 3rd              | 4th           | 5th & 6th |
|---------------|----------|---------------|------------------|---------------|-----------|
| RW            | 0        | 20,000        | 730,000          | 0             | 0         |
| CN            | 0        | 0             | 2,600,000        | 10,000        | 0         |
| <b>Totals</b> | <b>0</b> | <b>20,000</b> | <b>3,330,000</b> | <b>10,000</b> | <b>0</b>  |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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. |
|----------|----------------|-----|----------|----------|----------------------|--------------------|-------------|----------------|---------------|----------------------------|-----------------|
| 05       | 4247(002)      |     | WA-12433 | 03       | 0.530                | DCE                | Yes         | NE Delfel Road | NE Union Road | 8,000,000                  |                 |

I-5/NE 179th Street

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

**Funding**

| Phase                 | Start Date | Federal Fund Code | Federal Funds   |             | Local Funds      | Total            |
|-----------------------|------------|-------------------|-----------------|-------------|------------------|------------------|
|                       |            |                   | State Fund Code | State Funds |                  |                  |
| CN                    | 2025       |                   |                 | 0           | 5,000,000        | 5,000,000        |
| <b>Project Totals</b> |            |                   |                 | <b>0</b>    | <b>5,000,000</b> | <b>5,000,000</b> |

**Expenditure Schedule**

| Phase         | 1st      | 2nd      | 3rd      | 4th              | 5th & 6th        |
|---------------|----------|----------|----------|------------------|------------------|
| CN            | 0        | 0        | 0        | 2,000,000        | 3,000,000        |
| <b>Totals</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>2,000,000</b> | <b>3,000,000</b> |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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. |
|----------|----------------|-----|----------|----------|----------------------|--------------------|-------------|-----------------|-----------------|----------------------------|-----------------|
| 06       | 2006(079)      |     | WA-13933 | 47       | 0.010                | DCE                | Yes         | NE 232nd Avenue | at Matney Creek | 1,275,000                  |                 |

Matney South Bridge # 169

This project would implement scour countermeasures to protect the bridge structure, and structurally upgrade the loading capacity of the bridge and eliminate load restrictions.

**Funding**

| Phase                 | Start Date | Federal Fund Code | Federal Funds  | State Fund Code | State Funds | Local Funds   | Total          |
|-----------------------|------------|-------------------|----------------|-----------------|-------------|---------------|----------------|
| CN                    | 2026       | BR                | 627,300        |                 | 0           | 17,700        | 645,000        |
| <b>Project Totals</b> |            |                   | <b>627,300</b> |                 | <b>0</b>    | <b>17,700</b> | <b>645,000</b> |

**Expenditure Schedule**

| Phase         | 1st      | 2nd            | 3rd           | 4th      | 5th & 6th |
|---------------|----------|----------------|---------------|----------|-----------|
| CN            | 0        | 635,000        | 10,000        | 0        | 0         |
| <b>Totals</b> | <b>0</b> | <b>635,000</b> | <b>10,000</b> | <b>0</b> | <b>0</b>  |

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 28, 2024

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. |
|----------|----------------|-----|----------|----------|----------------------|--------------------|-------------|----------------|----------------|----------------------------|-----------------|
| 05       | 4233(001)      |     | WA-13177 | 03       | 0.750                | CE                 | Yes         | Padden Parkway | NE 99th Street | 14,300,000                 |                 |

NE 152nd Avenue

Improve roadway to 2-lane collector standard with bike lanes and sidewalks. Improve intersection at NE 152nd Ave/NE 99th Street with a signalized intersection.

**Funding**

| Phase                 | Start Date | Federal | Fund Code | Federal Funds    |  | State Fund Code | State Funds | Local Funds      | Total             |
|-----------------------|------------|---------|-----------|------------------|--|-----------------|-------------|------------------|-------------------|
|                       |            |         |           |                  |  |                 |             |                  |                   |
| CN                    | 2025       |         | STBG(UL)  | 1,500,000        |  |                 | 0           | 6,002,000        | 7,502,000         |
| CN                    | 2026       |         | STBG(UL)  | 2,500,000        |  |                 | 0           | 2,501,000        | 5,001,000         |
| <b>Project Totals</b> |            |         |           | <b>4,000,000</b> |  |                 | <b>0</b>    | <b>8,503,000</b> | <b>12,503,000</b> |

**Expenditure Schedule**

| Phase         | 1st              | 2nd              | 3rd            | 4th      | 5th & 6th |
|---------------|------------------|------------------|----------------|----------|-----------|
| CN            | 7,502,000        | 4,751,000        | 250,000        | 0        | 0         |
| <b>Totals</b> | <b>7,502,000</b> | <b>4,751,000</b> | <b>250,000</b> | <b>0</b> | <b>0</b>  |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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. |
|----------|----------------|-----|----------|----------|----------------------|--------------------|-------------|-----------------|----------------|----------------------------|-----------------|
| 04       | 4205(001)      |     | WA-12432 | 01       | 0.500                | CE                 | Yes         | NE 179th Street | NE 10th Avenue | 21,746,000                 |                 |

NE 15th Avenue

NE 15th Avenue will be extended northwesterly from NE 179th Street. This will be a new minor arterial alignment connecting to the existing NE 10th Avenue at a new intersection. Pedestrian and bicyclist facilities will be constructed. Stormwater and Utility coordination may be required. Roundabout at NE 179th Street and NE 15th Avenue partial designed under this project, but was moved to STIP ID ClaCo-0122.

**Funding**

| Phase                 | Start Date | Federal Fund Code | Federal Funds |                  | State Fund Code | State Funds | Local Funds       | Total             |
|-----------------------|------------|-------------------|---------------|------------------|-----------------|-------------|-------------------|-------------------|
|                       |            |                   | Federal       | Funds            |                 |             |                   |                   |
| CN                    | 2028       | STBG(UL)          |               | 2,000,000        |                 | 0           | 15,599,000        | 17,599,000        |
| <b>Project Totals</b> |            |                   |               | <b>2,000,000</b> |                 | <b>0</b>    | <b>15,599,000</b> | <b>17,599,000</b> |

**Expenditure Schedule**

| Phase         | 1st      | 2nd      | 3rd      | 4th              | 5th & 6th         |
|---------------|----------|----------|----------|------------------|-------------------|
| CN            | 0        | 0        | 0        | 1,408,000        | 16,191,000        |
| <b>Totals</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>1,408,000</b> | <b>16,191,000</b> |



**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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. |
|----------|----------------|-----|------------|----------|----------------------|--------------------|-------------|----------------|----------------|----------------------------|-----------------|
| 04       | 4247(004)      |     | ClaCo-0122 | 03       | 0.800                | DCE                | Yes         | NE 15th Avenue | NE 26th Avenue | 24,530,000                 |                 |

NE 179th Street (NE 15th Avenue - NE 26th Avenue)

Improve roadway to a standard arterial (widening lanes and shoulders, installing bike lanes and sidewalks, addressing mitigation). Construct Roundabout at NE 179th Street and NE 15th Avenue. Roundabout design was partially completed (60%) under Federal ID 4205(001).

**Funding**

| Phase                 | Start Date | Federal | Fund Code | Federal Funds    | State Fund Code | State Funds | Local Funds       | Total             |
|-----------------------|------------|---------|-----------|------------------|-----------------|-------------|-------------------|-------------------|
| RW                    | 2025       |         |           | 0                |                 | 0           | 1,720,000         | 1,720,000         |
| CN                    | 2028       |         | STBG(UL)  | 2,000,000        |                 | 0           | 19,547,000        | 21,547,000        |
| <b>Project Totals</b> |            |         |           | <b>2,000,000</b> |                 | <b>0</b>    | <b>21,267,000</b> | <b>23,267,000</b> |

**Expenditure Schedule**

| Phase         | 1st            | 2nd            | 3rd            | 4th              | 5th & 6th         |
|---------------|----------------|----------------|----------------|------------------|-------------------|
| RW            | 516,000        | 850,000        | 354,000        | 0                | 0                 |
| CN            | 0              | 0              | 0              | 2,332,000        | 19,215,000        |
| <b>Totals</b> | <b>516,000</b> | <b>850,000</b> | <b>354,000</b> | <b>2,332,000</b> | <b>19,215,000</b> |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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. |
|----------|----------------|-----|----------|----------|----------------------|--------------------|-------------|-----------------|----------------|----------------------------|-----------------|
| 04       | 4247(003)      |     | WA-13174 | 03       | 0.630                | DCE                | Yes         | NE 179th Street | NE 29th Avenue | 25,919,000                 |                 |

NE 179th Street at NE 29th Avenue

Install a roundabout at the intersections of NE 179th Street and NE 29th Avenue. Install walls, perform mitigation, and utility coordination.

**Funding**

| Phase                 | Start Date | Federal | Fund Code | Federal Funds |                  | State Funds | Local Funds       | Total             |
|-----------------------|------------|---------|-----------|---------------|------------------|-------------|-------------------|-------------------|
|                       |            |         |           | Fund Code     | Funds            |             |                   |                   |
| CN                    | 2025       |         | STBG(UL)  |               | 1,250,000        | 0           | 21,361,000        | 22,611,000        |
| <b>Project Totals</b> |            |         |           |               | <b>1,250,000</b> | <b>0</b>    | <b>21,361,000</b> | <b>22,611,000</b> |

**Expenditure Schedule**

| Phase         | 1st              | 2nd               | 3rd              | 4th           | 5th & 6th |
|---------------|------------------|-------------------|------------------|---------------|-----------|
| CN            | 6,305,000        | 14,135,000        | 2,161,000        | 10,000        | 0         |
| <b>Totals</b> | <b>6,305,000</b> | <b>14,135,000</b> | <b>2,161,000</b> | <b>10,000</b> | <b>0</b>  |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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-16216 | 37       | 0.030                | DCE                | No          | NE 179th Street | East of NE 17th Avenue | 2,473,000                  |                 |

NE 179th Street Whipple Creek Stormwater Facility

Multi-project stormwater facility for current and future NE 179th Street area projects.

**Funding**

| Phase                 | Start Date | Federal Fund Code | Federal Funds |           | State Fund Code | State Funds | Local Funds      | Total            |
|-----------------------|------------|-------------------|---------------|-----------|-----------------|-------------|------------------|------------------|
|                       |            |                   | Federal       | Fund Code |                 |             |                  |                  |
| CN                    | 2028       |                   |               | 0         |                 | 0           | 2,188,000        | 2,188,000        |
| <b>Project Totals</b> |            |                   |               | <b>0</b>  |                 | <b>0</b>    | <b>2,188,000</b> | <b>2,188,000</b> |

**Expenditure Schedule**

| Phase         | 1st      | 2nd      | 3rd      | 4th              | 5th & 6th      |
|---------------|----------|----------|----------|------------------|----------------|
| CN            | 0        | 0        | 0        | 2,088,000        | 100,000        |
| <b>Totals</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>2,088,000</b> | <b>100,000</b> |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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. |
|----------|----------------|-----|----------|----------|----------------------|--------------------|-------------|--------------------------|---------------------------|----------------------------|-----------------|
| 04       | 06H1(001)      |     | WA-13178 | 04       | 0.880                | CE                 | Yes         | JC Ward Bridge (MP 7.10) | NE 167th Avenue (MP 7.98) | 3,930,000                  |                 |

NE 182nd Avenue/NE Risto Road

Install a roundabout and remove utility pole on NE 182nd at NE Risto Road. Improve super elevation, HMA overlay with textured pavement around on super. HMA from NE 172nd Avenue to Bridge on NE 199th.

**Funding**

| Phase                 | Start Date | Federal | Fund Code | Federal Funds  | State Fund Code | State Funds    | Local Funds      | Total            |
|-----------------------|------------|---------|-----------|----------------|-----------------|----------------|------------------|------------------|
| CN                    | 2025       |         | STBG(R)   | 300,000        | CRAB            | 460,000        | 2,348,000        | 3,108,000        |
| <b>Project Totals</b> |            |         |           | <b>300,000</b> |                 | <b>460,000</b> | <b>2,348,000</b> | <b>3,108,000</b> |

**Expenditure Schedule**

| Phase         | 1st              | 2nd              | 3rd      | 4th      | 5th & 6th |
|---------------|------------------|------------------|----------|----------|-----------|
| CN            | 2,000,000        | 1,108,000        | 0        | 0        | 0         |
| <b>Totals</b> | <b>2,000,000</b> | <b>1,108,000</b> | <b>0</b> | <b>0</b> | <b>0</b>  |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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. |
|----------|----------------|-----|----------|----------|----------------------|--------------------|-------------|-----------------|-----------------|----------------------------|-----------------|
| 05       |                |     | WA-14780 | 01       | 0.590                | CE                 | Yes         | NE 179th Street | NE 184th Street | 19,977,000                 |                 |

NE Delfel Road

Realign roadway to match south approach and improve to 2-lane collector standard. Construct roundabout at NE 179th Street intersection.

**Funding**

| Phase                 | Start Date | Federal | Fund Code | Federal Funds    |  | State Fund Code | State Funds | Local Funds       | Total             |
|-----------------------|------------|---------|-----------|------------------|--|-----------------|-------------|-------------------|-------------------|
|                       |            |         |           |                  |  |                 |             |                   |                   |
| CN                    | 2028       |         | NHFP      | 3,300,000        |  |                 | 0           | 10,377,000        | 13,677,000        |
| CN                    | 2028       |         | STBG(UL)  | 2,500,000        |  |                 | 0           | 0                 | 2,500,000         |
| <b>Project Totals</b> |            |         |           | <b>5,800,000</b> |  |                 | <b>0</b>    | <b>10,377,000</b> | <b>16,177,000</b> |

**Expenditure Schedule**

| Phase         | 1st      | 2nd      | 3rd      | 4th            | 5th & 6th         |
|---------------|----------|----------|----------|----------------|-------------------|
| CN            | 0        | 0        | 0        | 250,000        | 14,400,000        |
| <b>Totals</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>250,000</b> | <b>14,400,000</b> |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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. |
|----------|----------------|-----|----------|----------|----------------------|--------------------|-------------|----------------|----------------|----------------------------|-----------------|
| 03       | 4347(006)      |     | WA-13934 | 05       | 0.690                | CE                 | No          | NE 68th Street | NE 78th Street | 3,839,500                  |                 |

NE St. Johns Road Pavement Improvements

As needed, major items of work include replacing concrete slabs, addressing substandard ADA ramps, up-grading ADA pedestrian push buttons at signalized crosswalks, restriping, and upgrading signage.

**Funding**

| Phase                 | Start Date | Federal | Fund Code | Federal Funds    | State Fund Code | State Funds | Local Funds      | Total            |
|-----------------------|------------|---------|-----------|------------------|-----------------|-------------|------------------|------------------|
| CN                    | 2025       |         | NHPP      | 2,430,000        |                 | 0           | 1,015,500        | 3,445,500        |
| <b>Project Totals</b> |            |         |           | <b>2,430,000</b> |                 | <b>0</b>    | <b>1,015,500</b> | <b>3,445,500</b> |

**Expenditure Schedule**

| Phase         | 1st              | 2nd            | 3rd      | 4th      | 5th & 6th |
|---------------|------------------|----------------|----------|----------|-----------|
| CN            | 2,500,000        | 872,000        | 0        | 0        | 0         |
| <b>Totals</b> | <b>2,500,000</b> | <b>872,000</b> | <b>0</b> | <b>0</b> | <b>0</b>  |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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. |
|----------|----------------|-----|----------|----------|----------------------|--------------------|-------------|---------------|---------------|----------------------------|-----------------|
| 04       | 000S(640)      |     | ClaCo101 | 21       | 0.140                | CE                 | Yes         | NE Ward Road  | NE Davis Road | 4,904,000                  |                 |

NE Ward Road/NE Davis Road

Restructure intersection to install a roundabout.

**Funding**

| Phase                 | Start Date | Federal | Fund Code | Federal Funds    |  | State Fund Code | State Funds | Local Funds      | Total            |
|-----------------------|------------|---------|-----------|------------------|--|-----------------|-------------|------------------|------------------|
|                       |            |         |           |                  |  |                 |             |                  |                  |
| CN                    | 2026       |         | HSIP      | 2,068,000        |  |                 | 0           | 1,446,000        | 3,514,000        |
| <b>Project Totals</b> |            |         |           | <b>2,068,000</b> |  |                 | <b>0</b>    | <b>1,446,000</b> | <b>3,514,000</b> |

**Expenditure Schedule**

| Phase         | 1st      | 2nd              | 3rd            | 4th      | 5th & 6th |
|---------------|----------|------------------|----------------|----------|-----------|
| CN            | 0        | 3,414,000        | 100,000        | 0        | 0         |
| <b>Totals</b> | <b>0</b> | <b>3,414,000</b> | <b>100,000</b> | <b>0</b> | <b>0</b>  |

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 28, 2024

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. |
|----------|----------------|-----|----------|----------|----------------------|--------------------|-------------|-------------------------------|-------------------------------|----------------------------|-----------------|
| 05       | SR23(001)      |     | WA-15157 | 28       | 0.700                | CE                 | Yes         | NE 44th Street/NE 47th Avenue | NE 49th Street/NE 40th Avenue | 2,020,000                  |                 |

Truman School Sidewalk

School Zone Improvements: Construct sidewalks, ADA ramps, RRFB illumination and school crossing upgrades.

**Funding**

| Phase                 | Start Date | Federal | Fund Code | Federal Funds |          | State Fund Code | State Funds    | Local Funds    | Total            |
|-----------------------|------------|---------|-----------|---------------|----------|-----------------|----------------|----------------|------------------|
|                       |            |         |           |               |          |                 |                |                |                  |
| CN                    | 2025       |         |           |               | 0        | SRTS            | 694,000        | 585,000        | 1,279,000        |
| CN                    | 2025       |         |           |               | 0        | TIB             | 160,000        | 0              | 160,000          |
| <b>Project Totals</b> |            |         |           |               | <b>0</b> |                 | <b>854,000</b> | <b>585,000</b> | <b>1,439,000</b> |

**Expenditure Schedule**

| Phase         | 1st            | 2nd              | 3rd      | 4th      | 5th & 6th |
|---------------|----------------|------------------|----------|----------|-----------|
| CN            | 100,000        | 1,339,000        | 0        | 0        | 0         |
| <b>Totals</b> | <b>100,000</b> | <b>1,339,000</b> | <b>0</b> | <b>0</b> | <b>0</b>  |



**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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. |
|----------|----------------|-----|----------|----------|----------------------|--------------------|-------------|---------------|-------------|----------------------------|-----------------|
| 05       | Z906(004)      |     | WA-13931 | 47       | 0.150                | DCE                | Yes         | Various       | Various     | 1,557,000                  |                 |

Whipple, Knapps, Carson Bridge Bundle

This project will strengthen/rehabilitate 3 county bridges and will improve the loading capacity of the structures and allow the removal of the current posted vehicle type load restrictions.

**Funding**

| Phase                 | Start Date | Federal Fund Code | Federal Funds  | State Fund Code | State Funds | Local Funds   | Total          |
|-----------------------|------------|-------------------|----------------|-----------------|-------------|---------------|----------------|
| CN                    | 2026       | BR                | 761,600        |                 | 0           | 50,400        | 812,000        |
| <b>Project Totals</b> |            |                   | <b>761,600</b> |                 | <b>0</b>    | <b>50,400</b> | <b>812,000</b> |

**Expenditure Schedule**

| Phase         | 1st      | 2nd            | 3rd           | 4th      | 5th & 6th |
|---------------|----------|----------------|---------------|----------|-----------|
| CN            | 0        | 800,000        | 12,000        | 0        | 0         |
| <b>Totals</b> | <b>0</b> | <b>800,000</b> | <b>12,000</b> | <b>0</b> | <b>0</b>  |

|                                    | Federal Funds     | State Funds      | Local Funds       | Total              |
|------------------------------------|-------------------|------------------|-------------------|--------------------|
| <b>Agency Totals for Clark Co.</b> | <b>24,195,700</b> | <b>1,314,000</b> | <b>94,905,800</b> | <b>120,415,500</b> |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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. |
|----------|----------------|-----|----------|----------|----------------------|--------------------|-------------|---------------|-----------------|----------------------------|-----------------|
| 06       |                |     | WA-11774 | 04       | 0.360                | EA                 | Yes         | Cedar Avenue  | Highland Avenue | 15,034,438                 |                 |

4th Street Widening between Cedar Avenue and Highland Avenue

Widen 4th Street from just east of Cedar Avenue to east of Highland Avenue. The project will include the replacement of a non-fish passable culvert on Brezee Creek with a full span bridge and the removal of a small earthen dam and non-fish passable culvert at the Mill Pond Dam that is located a short distance upstream of E 4th Street. Providing fish passage at these two locations will restore access of high-quality fish habitat in Brezee Creek and provides for safe and effective transportation connectivity for vehicles, pedestrians, and cyclists between downtown La Center and areas to the east.

**Funding**

| Phase                 | Start Date | Federal Fund Code | Federal Funds |                   | State Fund Code | State Funds    | Local Funds      | Total             |
|-----------------------|------------|-------------------|---------------|-------------------|-----------------|----------------|------------------|-------------------|
|                       |            |                   |               |                   |                 |                |                  |                   |
| RW                    | 2025       |                   |               | 0                 |                 | 0              | 117,076          | 117,076           |
| CN                    | 2025       | STBG(R)           |               | 1,045,000         |                 | 0              | 0                | 1,045,000         |
| CN                    | 2025       | PROTECT           |               | 8,426,000         | OTHER           | 958,800        | 0                | 9,384,800         |
| CN                    | 2026       | STBG(R)           |               | 955,000           |                 | 0              | 2,032,562        | 2,987,562         |
| <b>Project Totals</b> |            |                   |               | <b>10,426,000</b> |                 | <b>958,800</b> | <b>2,149,638</b> | <b>13,534,438</b> |

**Expenditure Schedule**

| Phase         | 1st               | 2nd              | 3rd      | 4th      | 5th & 6th |
|---------------|-------------------|------------------|----------|----------|-----------|
| RW            | 117,076           | 0                | 0        | 0        | 0         |
| CN            | 10,429,800        | 2,987,562        | 0        | 0        | 0         |
| <b>Totals</b> | <b>10,546,876</b> | <b>2,987,562</b> | <b>0</b> | <b>0</b> | <b>0</b>  |

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 28, 2024

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. |
|----------|----------------|-----|----------|----------|----------------------|--------------------|-------------|---------------|---------------|----------------------------|-----------------|
| 04       | 0640(002)      |     | WA-13140 | 28       | 0.340                | CE                 | No          | 14th Avenue   | City Sidewalk | 4,060,152                  |                 |

Pedestrian Path on Pacific Highway

Pedestrian and bicycle shared use path.

**Funding**

| Phase                 | Start Date | Federal | Fund Code | Federal Funds  |                 | State Funds | Local Funds      | Total            |
|-----------------------|------------|---------|-----------|----------------|-----------------|-------------|------------------|------------------|
|                       |            |         |           | Federal Funds  | State Fund Code |             |                  |                  |
| CN                    | 2026       |         | TA(R)     | 180,000        |                 | 0           | 3,126,152        | 3,306,152        |
| CN                    | 2026       |         | CRP(R)    | 520,000        |                 | 0           | 0                | 520,000          |
| <b>Project Totals</b> |            |         |           | <b>700,000</b> |                 | <b>0</b>    | <b>3,126,152</b> | <b>3,826,152</b> |

**Expenditure Schedule**

| Phase         | 1st      | 2nd              | 3rd      | 4th      | 5th & 6th |
|---------------|----------|------------------|----------|----------|-----------|
| CN            | 0        | 3,826,152        | 0        | 0        | 0         |
| <b>Totals</b> | <b>0</b> | <b>3,826,152</b> | <b>0</b> | <b>0</b> | <b>0</b>  |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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. |
|----------|----------------|-----|----------|----------|----------------------|--------------------|-------------|---------------|-------------|----------------------------|-----------------|
| 05       | 000S(649)      |     | WA-14853 | 21       |                      | CE                 | Yes         | City Wide     | City Wide   | 880,000                    |                 |

Systemic Horizontal Curve and Roadway Departure Safety Improvements

Install horizontal curve warning signs, profiled centerline and edge line pavement markings, high friction surface treatments, clear zone improvements, and supplemental curve warning signing and pavement markings.

**Funding**

| Phase                 | Start Date | Federal | Fund Code | Federal Funds  | State Fund Code | State Funds | Local Funds | Total          |
|-----------------------|------------|---------|-----------|----------------|-----------------|-------------|-------------|----------------|
| CN                    | 2025       |         | HSIP      | 710,000        |                 | 0           | 0           | 710,000        |
| <b>Project Totals</b> |            |         |           | <b>710,000</b> |                 | <b>0</b>    | <b>0</b>    | <b>710,000</b> |

**Expenditure Schedule**

| Phase         | 1st      | 2nd            | 3rd      | 4th      | 5th & 6th |
|---------------|----------|----------------|----------|----------|-----------|
| CN            | 0        | 710,000        | 0        | 0        | 0         |
| <b>Totals</b> | <b>0</b> | <b>710,000</b> | <b>0</b> | <b>0</b> | <b>0</b>  |

|                                    | Federal Funds     | State Funds    | Local Funds      | Total             |
|------------------------------------|-------------------|----------------|------------------|-------------------|
| <b>Agency Totals for La Center</b> | <b>11,836,000</b> | <b>958,800</b> | <b>5,275,790</b> | <b>18,070,590</b> |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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. |
|----------|----------------|-----|----------|----------|----------------------|--------------------|-------------|----------------|-----------------------|----------------------------|-----------------|
| 03       | 2006(080)      |     | WA-13930 | 28       | 0.160                | DCE                | Yes         | NW Gateway Ave | NW Old Lower River Rd | 2,080,000                  |                 |

Renaissance Trail Segment 4

Construct a multi-modal path along the south side of Lower River Road (SR-501).

**Funding**

| Phase                 | Start Date | Federal Fund Code | Federal Funds |          | State Fund Code | State Funds | Local Funds   | Total         |
|-----------------------|------------|-------------------|---------------|----------|-----------------|-------------|---------------|---------------|
|                       |            |                   |               |          |                 |             |               |               |
| RW                    | 2025       |                   |               | 0        |                 | 0           | 20,000        | 20,000        |
| <b>Project Totals</b> |            |                   |               | <b>0</b> |                 | <b>0</b>    | <b>20,000</b> | <b>20,000</b> |

**Expenditure Schedule**

| Phase         | 1st           | 2nd      | 3rd      | 4th      | 5th & 6th |
|---------------|---------------|----------|----------|----------|-----------|
| RW            | 20,000        | 0        | 0        | 0        | 0         |
| <b>Totals</b> | <b>20,000</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>  |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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. |
|----------|----------------|-----|----------|----------|----------------------|--------------------|-------------|-------------------------|-------------------------|----------------------------|-----------------|
| 03       | 0501(027)      |     | WA-14240 | 28       | 0.500                | CE                 | Yes         | NW Old Lower River Road | NW Old Lower River Road | 2,385,000                  |                 |

Renaissance Trail Segment 5

Construct a multimodal path along the south side of State Route 501 (NW Lower River Road).

**Funding**

| Phase                 | Start Date | Federal Funds |           | State Fund Code | State Funds | Local Funds   | Total         |
|-----------------------|------------|---------------|-----------|-----------------|-------------|---------------|---------------|
|                       |            | Federal       | Fund Code |                 |             |               |               |
| RW                    | 2025       |               |           |                 | 0           | 20,000        | 20,000        |
| <b>Project Totals</b> |            |               |           |                 | <b>0</b>    | <b>20,000</b> | <b>20,000</b> |

**Expenditure Schedule**

| Phase         | 1st           | 2nd      | 3rd      | 4th      | 5th & 6th |
|---------------|---------------|----------|----------|----------|-----------|
| RW            | 20,000        | 0        | 0        | 0        | 0         |
| <b>Totals</b> | <b>20,000</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>  |

| Federal Funds                       |   | State Funds | Local Funds | Total  |
|-------------------------------------|---|-------------|-------------|--------|
| Agency Totals for Port of Vancouver |   |             |             |        |
|                                     | 0 | 0           | 40,000      | 40,000 |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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-16237 | 28       | 0.100                | CE                 | Yes         | S Hillhurst Rd I/S. | Carty Rd I/S | 277,500                    |                 |

Carty Road Multi-Purpose Trail Phase 1

This project will be Phase 1 of the development of the Carty Road Multi-Purpose Trail project. Phase 1 will be the construction of an enhanced crosswalk at the S Hillhurst Road and Carty Road intersection.

**Funding**

| Phase                 | Start Date | Federal | Fund Code | Federal Funds  |  | State Fund Code | State Funds | Local Funds   | Total          |
|-----------------------|------------|---------|-----------|----------------|--|-----------------|-------------|---------------|----------------|
|                       |            |         |           |                |  |                 |             |               |                |
| PE                    | 2025       |         | CRP(US)   | 100,000        |  |                 | 0           | 15,600        | 115,600        |
| RW                    | 2026       |         | CRP(US)   | 40,000         |  |                 | 0           | 6,300         | 46,300         |
| CN                    | 2027       |         | CRP(US)   | 100,000        |  |                 | 0           | 15,600        | 115,600        |
| <b>Project Totals</b> |            |         |           | <b>240,000</b> |  |                 | <b>0</b>    | <b>37,500</b> | <b>277,500</b> |

**Expenditure Schedule**

| Phase         | 1st            | 2nd           | 3rd            | 4th      | 5th & 6th |
|---------------|----------------|---------------|----------------|----------|-----------|
| PE            | 115,600        | 0             | 0              | 0        | 0         |
| RW            | 0              | 46,300        | 0              | 0        | 0         |
| CN            | 0              | 0             | 115,600        | 0        | 0         |
| <b>Totals</b> | <b>115,600</b> | <b>46,300</b> | <b>115,600</b> | <b>0</b> | <b>0</b>  |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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       | 1085(008)      |     | RF-026  | 28       | 0.540                | CE                 | Yes         | Heron Drive   | Main Avenue | 1,430,503                  |                 |

Gee Creek Trail - North Segment

Construct Gee Creek Trail from Heron Drive to Main Avenue.

**Funding**

| Phase                 | Start Date | Federal | Fund Code | Federal Funds |                | State Fund Code | State Funds | Local Funds    | Total            |
|-----------------------|------------|---------|-----------|---------------|----------------|-----------------|-------------|----------------|------------------|
|                       |            |         |           |               |                |                 |             |                |                  |
| RW                    | 2025       |         |           |               | 0              |                 | 0           | 10,000         | 10,000           |
| CN                    | 2026       |         | WFL       |               | 949,387        |                 | 0           | 138,170        | 1,087,557        |
| <b>Project Totals</b> |            |         |           |               | <b>949,387</b> |                 | <b>0</b>    | <b>148,170</b> | <b>1,097,557</b> |

**Expenditure Schedule**

| Phase         | 1st           | 2nd              | 3rd      | 4th      | 5th & 6th |
|---------------|---------------|------------------|----------|----------|-----------|
| RW            | 10,000        | 0                | 0        | 0        | 0         |
| CN            | 0             | 1,087,557        | 0        | 0        | 0         |
| <b>Totals</b> | <b>10,000</b> | <b>1,087,557</b> | <b>0</b> | <b>0</b> | <b>0</b>  |



**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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. |
|----------|----------------|-----|----------|----------|----------------------|--------------------|-------------|---------------|-------------|----------------------------|-----------------|
| 05       |                |     | WA-16235 | 18       |                      | CE                 | No          | N/A           | N/A         | 310,703                    |                 |

Ridgefield/I-5 South Connector Project Stage 2

Planning study to complete an alternatives analysis and select a preferred alternative for the Ridgefield/I-5 South Connector Project (known as Stage 2).

**Funding**

| Phase                 | Start Date | Federal | Fund Code | Federal Funds  | State Fund Code | State Funds   | Local Funds | Total          |
|-----------------------|------------|---------|-----------|----------------|-----------------|---------------|-------------|----------------|
| PL                    | 2025       |         | STBG(US)  | 268,758        | OTHER           | 41,945        | 0           | 310,703        |
| <b>Project Totals</b> |            |         |           | <b>268,758</b> |                 | <b>41,945</b> | <b>0</b>    | <b>310,703</b> |

**Expenditure Schedule**

| Phase         | 1st            | 2nd      | 3rd      | 4th      | 5th & 6th |
|---------------|----------------|----------|----------|----------|-----------|
| PL            | 310,703        | 0        | 0        | 0        | 0         |
| <b>Totals</b> | <b>310,703</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>  |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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. |
|----------|----------------|-----|----------|----------|----------------------|--------------------|-------------|---------------|---------------------|----------------------------|-----------------|
| 05       |                |     | WA-16238 | 08       | 0.700                | CE                 | Yes         | S. Timm Road  | Union Ridge Parkway | 16,000,000                 |                 |

S. 10th/11th Street I-5 Overpass:

New collector arterial corridor and overpass over I-5. Project will provide two travel lanes, a multimodal mixed-use path, and ability for utilities to cross structure.

**Funding**

| Phase                 | Start Date | Federal | Fund Code | Federal Funds  | State Fund Code | State Funds | Local Funds      | Total            |
|-----------------------|------------|---------|-----------|----------------|-----------------|-------------|------------------|------------------|
| PE                    | 2026       |         | STBG(US)  | 391,000        |                 | 0           | 2,109,000        | 2,500,000        |
| RW                    | 2027       |         |           | 0              |                 | 0           | 500,000          | 500,000          |
| <b>Project Totals</b> |            |         |           | <b>391,000</b> |                 | <b>0</b>    | <b>2,609,000</b> | <b>3,000,000</b> |

**Expenditure Schedule**

| Phase         | 1st      | 2nd              | 3rd            | 4th      | 5th & 6th |
|---------------|----------|------------------|----------------|----------|-----------|
| PE            | 0        | 2,500,000        | 0              | 0        | 0         |
| RW            | 0        | 0                | 500,000        | 0        | 0         |
| <b>Totals</b> | <b>0</b> | <b>2,500,000</b> | <b>500,000</b> | <b>0</b> | <b>0</b>  |

|                                     | Federal Funds    | State Funds   | Local Funds      | Total            |
|-------------------------------------|------------------|---------------|------------------|------------------|
| <b>Agency Totals for Ridgefield</b> | <b>1,849,145</b> | <b>41,945</b> | <b>2,794,670</b> | <b>4,685,760</b> |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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. |
|----------|----------------|-----|----------|----------|----------------------|--------------------|-------------|---------------|-------------|----------------------------|-----------------|
| 04       |                |     | WA-15013 | 18       | 0.000                | DCE                | No          | County Wide   | County Wide | 150,000                    |                 |

Regional Signal Timing Plans

Develop and implement traffic signal timing plans along priority arterials within Clark County. Project is fully funded with federal funds using Toll Credits as local match.

**Funding**

| Phase                 | Start Date | Federal | Fund Code | Federal Funds  | State Fund Code | State Funds | Local Funds | Total          |
|-----------------------|------------|---------|-----------|----------------|-----------------|-------------|-------------|----------------|
| PL                    | 2027       |         | CRP(UL)   | 100,000        |                 | 0           | 0           | 100,000        |
| PL                    | 2028       |         | CRP(UL)   | 50,000         |                 | 0           | 0           | 50,000         |
| <b>Project Totals</b> |            |         |           | <b>150,000</b> |                 | <b>0</b>    | <b>0</b>    | <b>150,000</b> |

**Expenditure Schedule**

| Phase         | 1st      | 2nd      | 3rd           | 4th           | 5th & 6th |
|---------------|----------|----------|---------------|---------------|-----------|
| PL            | 0        | 0        | 75,000        | 75,000        | 0         |
| <b>Totals</b> | <b>0</b> | <b>0</b> | <b>75,000</b> | <b>75,000</b> | <b>0</b>  |

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 28, 2024

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 | 4,445,088                  |                 |

RTC Program Support

Support work elements of the Unified Planning Work Program (UPWP).

Funding

| Phase                 | Start Date | Federal | Fund Code | Federal Funds    |                 | State Funds | Local Funds    | Total            |
|-----------------------|------------|---------|-----------|------------------|-----------------|-------------|----------------|------------------|
|                       |            |         |           | Federal          | State Fund Code |             |                |                  |
| PL                    | 2025       |         | STBG(UL)  | 865,000          |                 | 0           | 135,000        | 1,000,000        |
| PL                    | 2025       |         | STBG(R)   | 45,000           |                 | 0           | 7,023          | 52,023           |
| PL                    | 2025       |         | STBG(US)  | 10,000           |                 | 0           | 1,561          | 11,561           |
| PL                    | 2026       |         | STBG(US)  | 10,000           |                 | 0           | 1,561          | 11,561           |
| PL                    | 2026       |         | STBG(UL)  | 920,000          |                 | 0           | 143,584        | 1,063,584        |
| PL                    | 2026       |         | STBG(R)   | 45,000           |                 | 0           | 7,023          | 52,023           |
| PL                    | 2027       |         | STBG(UL)  | 920,000          |                 | 0           | 143,584        | 1,063,584        |
| PL                    | 2027       |         | STBG(R)   | 45,000           |                 | 0           | 7,023          | 52,023           |
| PL                    | 2027       |         | STBG(US)  | 10,000           |                 | 0           | 1,561          | 11,561           |
| PL                    | 2028       |         | STBG(US)  | 10,000           |                 | 0           | 1,561          | 11,561           |
| PL                    | 2028       |         | STBG(UL)  | 920,000          |                 | 0           | 143,584        | 1,063,584        |
| PL                    | 2028       |         | STBG(R)   | 45,000           |                 | 0           | 7,023          | 52,023           |
| <b>Project Totals</b> |            |         |           | <b>3,845,000</b> |                 | <b>0</b>    | <b>600,088</b> | <b>4,445,088</b> |

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 28, 2024

County: Clark

Agency: RTC

Expenditure Schedule

| Phase         | 1st              | 2nd              | 3rd              | 4th              | 5th & 6th |
|---------------|------------------|------------------|------------------|------------------|-----------|
| PL            | 1,063,584        | 1,127,167        | 1,127,167        | 1,127,167        | 0         |
| <b>Totals</b> | <b>1,063,584</b> | <b>1,127,167</b> | <b>1,127,167</b> | <b>1,127,167</b> | <b>0</b>  |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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-13915 | 18       | 0.000                | CE                 | No          | County Wide   | County Wide | 150,000                    |                 |

Transportation Data Study

Procure priority data set for transportation analysis. Project is fully funded with federal funds using Toll Credit as Local Match.

**Funding**

| Phase                 | Start Date | Federal | Fund Code | Federal Funds  |  | State Fund Code | State Funds | Local Funds | Total          |
|-----------------------|------------|---------|-----------|----------------|--|-----------------|-------------|-------------|----------------|
|                       |            |         |           |                |  |                 |             |             |                |
| PL                    | 2027       |         | STBG(UL)  | 75,000         |  |                 | 0           | 0           | 75,000         |
| PL                    | 2028       |         | STBG(UL)  | 75,000         |  |                 | 0           | 0           | 75,000         |
| <b>Project Totals</b> |            |         |           | <b>150,000</b> |  |                 | <b>0</b>    | <b>0</b>    | <b>150,000</b> |

**Expenditure Schedule**

| Phase         | 1st      | 2nd      | 3rd           | 4th           | 5th & 6th |
|---------------|----------|----------|---------------|---------------|-----------|
| PL            | 0        | 0        | 75,000        | 75,000        | 0         |
| <b>Totals</b> | <b>0</b> | <b>0</b> | <b>75,000</b> | <b>75,000</b> | <b>0</b>  |

|                              | Federal Funds    | State Funds | Local Funds    | Total            |
|------------------------------|------------------|-------------|----------------|------------------|
| <b>Agency Totals for RTC</b> | <b>4,145,000</b> | <b>0</b>    | <b>600,088</b> | <b>4,745,088</b> |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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. |
|----------|----------------|-----|----------|----------|----------------------|--------------------|-------------|----------------|---------------|----------------------------|-----------------|
| 03       | 4270(004)      |     | WA-14767 | 03       | 1.100                | DCE                | Yes         | NE 18th Street | SE 1st Street | 19,096,188                 |                 |

192nd Avenue Corridor Improvements - NE 18th Street to SE 1st Street

Upgrade substandard principal arterial to current urban arterial standards including additional travel lanes, turn pockets, medians, pedestrian and bicycle facilities on both sides, intersection improvements, lighting, an extension of a multi-use pathway, and sound wall if necessary.

**Funding**

| Phase                 | Start Date | Federal | Fund Code | Federal Funds    |  | State Fund Code | State Funds | Local Funds      | Total            |
|-----------------------|------------|---------|-----------|------------------|--|-----------------|-------------|------------------|------------------|
|                       |            |         |           |                  |  |                 |             |                  |                  |
| RW                    | 2026       |         | STBG(UL)  | 250,000          |  |                 | 0           | 2,000,000        | 2,250,000        |
| RW                    | 2027       |         | STBG(UL)  | 1,000,000        |  |                 | 0           | 0                | 1,000,000        |
| <b>Project Totals</b> |            |         |           | <b>1,250,000</b> |  |                 | <b>0</b>    | <b>2,000,000</b> | <b>3,250,000</b> |

**Expenditure Schedule**

| Phase         | 1st      | 2nd              | 3rd              | 4th      | 5th & 6th |
|---------------|----------|------------------|------------------|----------|-----------|
| RW            | 0        | 2,250,000        | 1,000,000        | 0        | 0         |
| <b>Totals</b> | <b>0</b> | <b>2,250,000</b> | <b>1,000,000</b> | <b>0</b> | <b>0</b>  |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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. |
|----------|----------------|-----|----------|----------|----------------------|--------------------|-------------|---------------|-------------|----------------------------|-----------------|
| 03       |                |     | WA-14175 | 03       |                      | CE                 | Yes         | 78th Street   | 78th Street | 1,800,000                  |                 |

78th Street/Lakeshore Avenue Intersection Improvements

This is the first phase of a 5 phase project to improve freight mobility along 32nd Avenue from SR501 to 78th street. This phase will include intersection improvements to 78th Street and Lakeshore Avenue to improve freight access and mobility for all modes. Improvements will include bicycle and pedestrian enhancements.

**Funding**

| Phase                 | Start Date | Federal Fund Code | Federal Funds |          | State Fund Code | State Funds | Local Funds    | Total          |
|-----------------------|------------|-------------------|---------------|----------|-----------------|-------------|----------------|----------------|
|                       |            |                   |               |          |                 |             |                |                |
| PE                    | 2025       |                   |               | 0        |                 | 0           | 300,000        | 300,000        |
| <b>Project Totals</b> |            |                   |               | <b>0</b> |                 | <b>0</b>    | <b>300,000</b> | <b>300,000</b> |

**Expenditure Schedule**

| Phase         | 1st            | 2nd      | 3rd      | 4th      | 5th & 6th |
|---------------|----------------|----------|----------|----------|-----------|
| PE            | 300,000        | 0        | 0        | 0        | 0         |
| <b>Totals</b> | <b>300,000</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>  |



**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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. |
|----------|----------------|-----|----------|----------|----------------------|--------------------|-------------|----------------------|-------------|----------------------------|-----------------|
| 03       |                |     | WA-16075 | 05       | 1.600                | CE                 | No          | Mill Plain Boulevard | 28th Street | 2,725,000                  |                 |

Chkalov/112th Avenue - Mill Plain to 28th Street

Mill and inlay 112th Avenue from the intersection with Mill Plain Boulevard to the intersection with 28th Street.

**Funding**

| Phase                 | Start Date | Federal | Fund Code | Federal Funds    |  | State Fund Code | State Funds | Local Funds    | Total            |
|-----------------------|------------|---------|-----------|------------------|--|-----------------|-------------|----------------|------------------|
|                       |            |         |           |                  |  |                 |             |                |                  |
| CN                    | 2026       |         | NHPP      | 1,840,000        |  |                 | 0           | 810,000        | 2,650,000        |
| <b>Project Totals</b> |            |         |           | <b>1,840,000</b> |  |                 | <b>0</b>    | <b>810,000</b> | <b>2,650,000</b> |

**Expenditure Schedule**

| Phase         | 1st      | 2nd              | 3rd      | 4th      | 5th & 6th |
|---------------|----------|------------------|----------|----------|-----------|
| CN            | 0        | 2,650,000        | 0        | 0        | 0         |
| <b>Totals</b> | <b>0</b> | <b>2,650,000</b> | <b>0</b> | <b>0</b> | <b>0</b>  |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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. |
|----------|----------------|-----|----------|----------|----------------------|--------------------|-------------|----------------------|----------------|----------------------------|-----------------|
| 06       |                |     | WA-15160 | 28       | 0.400                | CE                 | Yes         | Mill Plain Boulevard | NE 12th Street | 1,382,000                  |                 |

Garrison Road Sidewalk Infill

Install sidewalks and bicycle facilities along the east side of Garrison Road from Mill Plain to NE 12th Street.

**Funding**

| Phase                 | Start Date | Federal | Fund Code | Federal Funds  |  | State Fund Code | State Funds | Local Funds    | Total          |
|-----------------------|------------|---------|-----------|----------------|--|-----------------|-------------|----------------|----------------|
|                       |            |         |           |                |  |                 |             |                |                |
| CN                    | 2026       |         | TA(UL)    | 350,000        |  |                 | 0           | 550,000        | 900,000        |
| <b>Project Totals</b> |            |         |           | <b>350,000</b> |  |                 | <b>0</b>    | <b>550,000</b> | <b>900,000</b> |

**Expenditure Schedule**

| Phase         | 1st      | 2nd            | 3rd      | 4th      | 5th & 6th |
|---------------|----------|----------------|----------|----------|-----------|
| CN            | 0        | 900,000        | 0        | 0        | 0         |
| <b>Totals</b> | <b>0</b> | <b>900,000</b> | <b>0</b> | <b>0</b> | <b>0</b>  |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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. |
|----------|----------------|-----|----------|----------|----------------------|--------------------|-------------|-----------------------------------|-----------------------------------|----------------------------|-----------------|
| 05       | 4231(007)      |     | WA-15161 | 28       | 0.100                | CE                 | Yes         | Burnt Bridge Creek Trail Crossing | Burnt Bridge Creek Trail Crossing | 975,000                    |                 |

Hazel Dell Avenue and Burnt Bridge Creek Trail Crossing

Install a safer pedestrian and bike crossing for the Burnt Bridge Creek Trail at Hazel Dell Avenue.

**Funding**

| Phase                 | Start Date | Federal | Fund Code | Federal Funds  | State Fund Code | State Funds    | Local Funds   | Total          |
|-----------------------|------------|---------|-----------|----------------|-----------------|----------------|---------------|----------------|
| CN                    | 2026       |         | TA(UL)    | 225,000        | TIB             | 450,000        | 35,000        | 710,000        |
| <b>Project Totals</b> |            |         |           | <b>225,000</b> |                 | <b>450,000</b> | <b>35,000</b> | <b>710,000</b> |

**Expenditure Schedule**

| Phase         | 1st      | 2nd            | 3rd      | 4th      | 5th & 6th |
|---------------|----------|----------------|----------|----------|-----------|
| CN            | 0        | 710,000        | 0        | 0        | 0         |
| <b>Totals</b> | <b>0</b> | <b>710,000</b> | <b>0</b> | <b>0</b> | <b>0</b>  |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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. |
|----------|----------------|-----|----------|----------|----------------------|--------------------|-------------|----------------|-----------------|----------------------------|-----------------|
| 06       |                |     | WA-16099 | 28       | 0.750                | CE                 | Yes         | MacArthur Blvd | Mill Plain Blvd | 21,828,910                 |                 |

Heights District Infrastructure Phase 1

This project will construct Complete Street enhancements for two segments of the Grand Loop. The Grand Loop is a pedestrian focused street and linear park that surrounds the core of the Heights Redevelopment Area.

**Funding**

| Phase                 | Start Date | Federal | Fund Code | Federal Funds     | State Fund Code | State Funds | Local Funds      | Total             |
|-----------------------|------------|---------|-----------|-------------------|-----------------|-------------|------------------|-------------------|
| CN                    | 2026       |         | RAISE     | 17,463,128        |                 | 0           | 4,365,782        | 21,828,910        |
| <b>Project Totals</b> |            |         |           | <b>17,463,128</b> |                 | <b>0</b>    | <b>4,365,782</b> | <b>21,828,910</b> |

**Expenditure Schedule**

| Phase         | 1st | 2nd        | 3rd               | 4th      | 5th & 6th |
|---------------|-----|------------|-------------------|----------|-----------|
| CN            | 0   | 21,828,910 | 0                 | 0        | 0         |
| <b>Totals</b> |     | <b>0</b>   | <b>21,828,910</b> | <b>0</b> | <b>0</b>  |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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. |
|----------|----------------|-------|----------|----------|----------------------|--------------------|-------------|---------------|-----------------|----------------------------|-----------------|
| 03       |                | WA361 | WA-15050 | 28       | 0.600                | CE                 | No          | Brandt Road   | Blandford Drive | 6,750,000                  |                 |

MacArthur/Mill Plain Complete Street Improvements (Heights Infrastructure Investment Project)

Install enhanced multimodal facilities and other safety improvements to support the redevelopment of a new economic district in Vancouver that will enhance traffic safety and provide a greenbelt path for cyclists and pedestrians alongside, but separate from, vehicle traffic.

**Funding**

| Phase                 | Start Date | Federal | Fund Code | Federal Funds    | State Fund Code | State Funds    | Local Funds      | Total            |
|-----------------------|------------|---------|-----------|------------------|-----------------|----------------|------------------|------------------|
| CN                    | 2025       |         | DEMO      | 4,000,000        | TIB             | 500,000        | 1,500,000        | 6,000,000        |
| <b>Project Totals</b> |            |         |           | <b>4,000,000</b> |                 | <b>500,000</b> | <b>1,500,000</b> | <b>6,000,000</b> |

**Expenditure Schedule**

| Phase         | 1st              | 2nd      | 3rd      | 4th      | 5th & 6th |
|---------------|------------------|----------|----------|----------|-----------|
| CN            | 6,000,000        | 0        | 0        | 0        | 0         |
| <b>Totals</b> | <b>6,000,000</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>  |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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. |
|----------|----------------|-----|----------|----------|----------------------|--------------------|-------------|---------------|--------------|----------------------------|-----------------|
| 03       | 4254(006)      |     | WA-12440 | 01       | 0.520                | DCE                | Yes         | 97th Avenue   | 107th avenue | 17,870,700                 |                 |

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

Construct new urban arterial roadway from 97th Avenue to 105th Avenue. Improvements will include roundabouts, bike lanes, sidewalk, and a multi-use pathway.

**Funding**

| Phase                 | Start Date | Federal | Fund Code | Federal Funds    | State Fund Code | State Funds | Local Funds       | Total             |
|-----------------------|------------|---------|-----------|------------------|-----------------|-------------|-------------------|-------------------|
| CN                    | 2025       |         | STBG(UL)  | 2,192,500        |                 | 0           | 11,796,500        | 13,989,000        |
| <b>Project Totals</b> |            |         |           | <b>2,192,500</b> |                 | <b>0</b>    | <b>11,796,500</b> | <b>13,989,000</b> |

**Expenditure Schedule**

| Phase         | 1st               | 2nd      | 3rd      | 4th      | 5th & 6th |
|---------------|-------------------|----------|----------|----------|-----------|
| CN            | 13,989,000        | 0        | 0        | 0        | 0         |
| <b>Totals</b> | <b>13,989,000</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>  |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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. |
|----------|----------------|-----|----------|----------|----------------------|--------------------|-------------|-----------------|-----------------|----------------------------|-----------------|
| 04       |                |     | WA-16181 | 03       | 1.200                | CE                 | Yes         | NE 138th Avenue | NE 162nd Avenue | 14,494,000                 |                 |

NE 28th Street - 138th Ave to 162nd Ave

Improve NE 28th Street from 136th Avenue to 162nd Avenue to urban arterial standards including improvements along the entire corridor for all modes of travel.

**Funding**

| Phase                 | Start Date | Federal | Fund Code | Federal Funds  | State Fund Code | State Funds | Local Funds      | Total            |
|-----------------------|------------|---------|-----------|----------------|-----------------|-------------|------------------|------------------|
| PE                    | 2027       |         | STBG(UL)  | 750,000        |                 | 0           | 1,095,000        | 1,845,000        |
| <b>Project Totals</b> |            |         |           | <b>750,000</b> |                 | <b>0</b>    | <b>1,095,000</b> | <b>1,845,000</b> |

**Expenditure Schedule**

| Phase         | 1st      | 2nd      | 3rd              | 4th      | 5th & 6th |
|---------------|----------|----------|------------------|----------|-----------|
| PE            | 0        | 0        | 1,845,000        | 0        | 0         |
| <b>Totals</b> | <b>0</b> | <b>0</b> | <b>1,845,000</b> | <b>0</b> | <b>0</b>  |

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 28, 2024

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. |
|----------|----------------|-----|----------|----------|----------------------|--------------------|-------------|-----------------|-----------------|----------------------------|-----------------|
| 04       |                |     | WA-15778 | 28       | 0.100                | CE                 | No          | Vancouver Plaza | Vancouver Plaza | 425,000                    |                 |

Vancouver Plaza Drive Enhanced Pedestrian Crossing

Install an enhanced pedestrian crossing across Vancouver Plaza Drive where it intersects with Vancouver Plaza (the western entrance to the Vancouver Plaza Mall). The pedestrian crossing will connect to the existing trail on the south side of SR500.

**Funding**

| Phase                 | Start Date | Federal | Fund Code | Federal Funds |          | State Fund Code | State Funds    | Local Funds | Total          |
|-----------------------|------------|---------|-----------|---------------|----------|-----------------|----------------|-------------|----------------|
|                       |            |         |           |               |          |                 |                |             |                |
| PE                    | 2025       |         |           |               | 0        | CCPP            | 80,000         | 0           | 80,000         |
| CN                    | 2026       |         |           |               | 0        | CCPP            | 345,000        | 0           | 345,000        |
| <b>Project Totals</b> |            |         |           |               | <b>0</b> |                 | <b>425,000</b> | <b>0</b>    | <b>425,000</b> |

**Expenditure Schedule**

| Phase         | 1st           | 2nd            | 3rd      | 4th      | 5th & 6th |
|---------------|---------------|----------------|----------|----------|-----------|
| PE            | 80,000        | 0              | 0        | 0        | 0         |
| CN            | 0             | 345,000        | 0        | 0        | 0         |
| <b>Totals</b> | <b>80,000</b> | <b>345,000</b> | <b>0</b> | <b>0</b> | <b>0</b>  |



**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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. |
|----------|----------------|-----|----------|----------|----------------------|--------------------|-------------|----------------------|-------------------|----------------------------|-----------------|
| 03       |                |     | WA-16073 | 05       | 1.200                | CE                 | No          | Mill Plain Boulevard | Fruit Valley Road | 1,400,000                  |                 |

W 4th Plain Blvd - Mill Plain to Fruit Valley

Mill and inlay pavement along W 4th Plain Boulevard from intersection with Mill Plain to intersection with Main Street.

**Funding**

| Phase                 | Start Date | Federal | Fund Code | Federal Funds  |  | State Fund Code | State Funds | Local Funds    | Total            |
|-----------------------|------------|---------|-----------|----------------|--|-----------------|-------------|----------------|------------------|
|                       |            |         |           |                |  |                 |             |                |                  |
| CN                    | 2025       |         | NHPP      | 980,000        |  |                 | 0           | 370,000        | 1,350,000        |
| <b>Project Totals</b> |            |         |           | <b>980,000</b> |  |                 | <b>0</b>    | <b>370,000</b> | <b>1,350,000</b> |

**Expenditure Schedule**

| Phase         | 1st              | 2nd      | 3rd      | 4th      | 5th & 6th |
|---------------|------------------|----------|----------|----------|-----------|
| CN            | 1,350,000        | 0        | 0        | 0        | 0         |
| <b>Totals</b> | <b>1,350,000</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>  |

|                                    | Federal Funds     | State Funds      | Local Funds       | Total             |
|------------------------------------|-------------------|------------------|-------------------|-------------------|
| <b>Agency Totals for Vancouver</b> | <b>29,050,628</b> | <b>1,375,000</b> | <b>22,822,282</b> | <b>53,247,910</b> |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**County:** Clark

**Agency:** Washougal

| Func Cls | Project Number | PIN | STIP ID  | Imp Type | Total Project Length | Environmental Type | RW Required | Begin Termini | End Termini | Total Est. Cost of Project | STIP Amend. No. |
|----------|----------------|-----|----------|----------|----------------------|--------------------|-------------|---------------|-------------|----------------------------|-----------------|
| 04       |                |     | WA-15063 | 22       | 0.200                | CE                 | Yes         | A Street      | F Street    | 60,000,000                 |                 |

32nd Street Rail Underpass Project

Construct a new underpass at 32nd Street under existing at grade rail crossing. Project will consist of new railroad bridge with an underpass structure for vehicles and trucks, with associated street enhancements.

**Funding**

| Phase                 | Start Date | Federal | Fund Code     | Federal Funds     |  | State Fund Code | State Funds      | Local Funds      | Total             |
|-----------------------|------------|---------|---------------|-------------------|--|-----------------|------------------|------------------|-------------------|
|                       |            |         |               |                   |  |                 |                  |                  |                   |
| PE                    | 2025       |         | Discretionary | 3,100,000         |  | WSDOT           | 1,600,000        | 0                | 4,700,000         |
| RW                    | 2026       |         | Discretionary | 3,000,000         |  | MAW             | 1,000,000        | 0                | 4,000,000         |
| CN                    | 2027       |         | Discretionary | 34,380,000        |  | MAW             | 7,096,000        | 9,524,000        | 51,000,000        |
| <b>Project Totals</b> |            |         |               | <b>40,480,000</b> |  |                 | <b>9,696,000</b> | <b>9,524,000</b> | <b>59,700,000</b> |

**Expenditure Schedule**

| Phase         | 1st              | 2nd              | 3rd               | 4th               | 5th & 6th         |
|---------------|------------------|------------------|-------------------|-------------------|-------------------|
| PE            | 1,500,000        | 0                | 0                 | 0                 | 0                 |
| RW            | 0                | 2,000,000        | 2,000,000         | 0                 | 0                 |
| CN            | 0                | 0                | 17,000,000        | 17,000,000        | 17,000,000        |
| <b>Totals</b> | <b>1,500,000</b> | <b>2,000,000</b> | <b>19,000,000</b> | <b>17,000,000</b> | <b>17,000,000</b> |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**County:** Clark

**Agency:** Washougal

| Func Cls | Project Number | PIN | STIP ID  | Imp Type | Total Project Length | Environmental Type | RW Required | Begin Termini | End Termini | Total Est. Cost of Project | STIP Amend. No. |
|----------|----------------|-----|----------|----------|----------------------|--------------------|-------------|---------------|-------------|----------------------------|-----------------|
| 04       | 7071(004)      |     | WA-14870 | 21       | 0.870                | CE                 | Yes         | W Street      | City Limits | 896,000                    |                 |

32nd Street Safety - North

Install profiled centerline and edge line pavement markings, widen shoulders, street lighting, guardrail, and crosswalk enhancements.

**Funding**

| Phase                 | Start Date | Federal | Fund Code | Federal Funds  |  | State Fund Code | State Funds | Local Funds | Total          |
|-----------------------|------------|---------|-----------|----------------|--|-----------------|-------------|-------------|----------------|
|                       |            |         |           |                |  |                 |             |             |                |
| RW                    | 2025       |         | HSIP      | 20,000         |  |                 | 0           | 0           | 20,000         |
| CN                    | 2026       |         | HSIP      | 762,000        |  |                 | 0           | 0           | 762,000        |
| <b>Project Totals</b> |            |         |           | <b>782,000</b> |  |                 | <b>0</b>    | <b>0</b>    | <b>782,000</b> |

**Expenditure Schedule**

| Phase         | 1st           | 2nd            | 3rd      | 4th      | 5th & 6th |
|---------------|---------------|----------------|----------|----------|-----------|
| RW            | 20,000        | 0              | 0        | 0        | 0         |
| CN            | 0             | 762,000        | 0        | 0        | 0         |
| <b>Totals</b> | <b>20,000</b> | <b>762,000</b> | <b>0</b> | <b>0</b> | <b>0</b>  |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**County:** Clark

**Agency:** Washougal

| Func Cls | Project Number | PIN | STIP ID  | Imp Type | Total Project Length | Environmental Type | RW Required | Begin Termini | End Termini | Total Est. Cost of Project | STIP Amend. No. |
|----------|----------------|-----|----------|----------|----------------------|--------------------|-------------|---------------|-------------|----------------------------|-----------------|
| 04       | 7071(005)      |     | WA-15849 | 04       | 0.880                | CE                 | Yes         | Webster Road  | W Street    | 15,865,740                 |                 |

32nd Street Widening-Middle

The project widens the existing 32nd Street corridor from Webster Lane to W Street to allow for safer pedestrian and bicycle traffic. The project includes pedestrian crossing improvements, intersection improvements, ADA curb ramp replacement, retaining walls, guardrail, street lights, curb & gutter, sidewalk, and pavement widening.

**Funding**

| Phase                 | Start Date | Federal Fund Code | Federal Funds |          | State Fund Code | State Funds | Local Funds      | Total            |
|-----------------------|------------|-------------------|---------------|----------|-----------------|-------------|------------------|------------------|
|                       |            |                   |               |          |                 |             |                  |                  |
| RW                    | 2027       |                   |               | 0        |                 | 0           | 1,500,000        | 1,500,000        |
| <b>Project Totals</b> |            |                   |               | <b>0</b> |                 | <b>0</b>    | <b>1,500,000</b> | <b>1,500,000</b> |

**Expenditure Schedule**

| Phase         | 1st      | 2nd      | 3rd              | 4th      | 5th & 6th |
|---------------|----------|----------|------------------|----------|-----------|
| RW            | 0        | 0        | 1,500,000        | 0        | 0         |
| <b>Totals</b> | <b>0</b> | <b>0</b> | <b>1,500,000</b> | <b>0</b> | <b>0</b>  |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**County:** Clark

**Agency:** Washougal

| Func Cls | Project Number | PIN | STIP ID  | Imp Type | Total Project Length | Environmental Type | RW Required | Begin Termini | End Termini  | Total Est. Cost of Project | STIP Amend. No. |
|----------|----------------|-----|----------|----------|----------------------|--------------------|-------------|---------------|--------------|----------------------------|-----------------|
| 04       | 7077(002)      |     | WA-14241 | 28       | 0.530                | CE                 | Yes         | Main Street   | Index Street | 1,917,500                  |                 |

S 27th Street Shared Use Path

A new separated shared use path along the east side of 27th Street between Main Street and Index Streets.

**Funding**

| Phase                 | Start Date | Federal Funds |           | State Fund Code | State Funds    | Local Funds | Total          |                  |
|-----------------------|------------|---------------|-----------|-----------------|----------------|-------------|----------------|------------------|
|                       |            | Federal       | Fund Code |                 |                |             |                |                  |
| RW                    | 2025       |               | TA(UL)    |                 | 216,250        | 0           | 33,750         | 250,000          |
| CN                    | 2026       |               | TA(UL)    |                 | 600,000        | 0           | 843,500        | 1,443,500        |
| <b>Project Totals</b> |            |               |           |                 | <b>816,250</b> | <b>0</b>    | <b>877,250</b> | <b>1,693,500</b> |

**Expenditure Schedule**

| Phase         | 1st            | 2nd              | 3rd      | 4th      | 5th & 6th |
|---------------|----------------|------------------|----------|----------|-----------|
| RW            | 250,000        | 0                | 0        | 0        | 0         |
| CN            | 0              | 1,443,500        | 0        | 0        | 0         |
| <b>Totals</b> | <b>250,000</b> | <b>1,443,500</b> | <b>0</b> | <b>0</b> | <b>0</b>  |

| Federal Funds                      |  | State Funds       | Local Funds      | Total             |
|------------------------------------|--|-------------------|------------------|-------------------|
| <b>Agency Totals for Washougal</b> |  | <b>42,078,250</b> | <b>9,696,000</b> | <b>11,901,250</b> |
|                                    |  |                   |                  | <b>63,675,500</b> |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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     | 91,497,087                 |                 |

Asphalt/Chip Seal Preservation SW MPO - Clark County

Resurface the roadway with chip seal or hot mix asphalt to preserve the structural integrity of the roadway and extend the service life of the pavement.

The individual projects may be found at <http://www.wsdot.wa.gov/projects/search/> under the "Programmatic Projects in STIP" tab.

**Funding**

| Phase                 | Start Date | Federal Fund Code | Federal Funds     |           | State Fund Code | State Funds       | Local Funds | Total             |
|-----------------------|------------|-------------------|-------------------|-----------|-----------------|-------------------|-------------|-------------------|
|                       |            |                   | Federal           | Fund Code |                 |                   |             |                   |
| PE                    | 2025       | NHPP              | 224,520           |           | MVA             | 176,082           | 0           | 400,602           |
| PE                    | 2026       |                   | 0                 |           | MVA             | 158,451           | 0           | 158,451           |
| PE                    | 2027       |                   | 0                 |           | MVA             | 1,254,576         | 0           | 1,254,576         |
| PE                    | 2028       |                   | 0                 |           | MVA             | 420,395           | 0           | 420,395           |
| CN                    | 2025       | NHPP              | 3,517,633         |           | MVA             | 323,566           | 0           | 3,841,199         |
| CN                    | 2026       | NHPP              | 10,251,966        |           | MVA             | 205,039           | 0           | 10,457,005        |
| CN                    | 2026       |                   | 0                 |           | MVA             | 3,052,897         | 0           | 3,052,897         |
| CN                    | 2027       | NHPP              | 10,251,966        |           | MVA             | 205,039           | 0           | 10,457,005        |
| CN                    | 2027       |                   | 0                 |           | MVA             | 1,375,258         | 0           | 1,375,258         |
| CN                    | 2028       |                   | 0                 |           | MVA             | 19,239,262        | 0           | 19,239,262        |
| <b>Project Totals</b> |            |                   | <b>24,246,085</b> |           |                 | <b>26,410,565</b> | <b>0</b>    | <b>50,656,650</b> |

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 28, 2024

County:

Agency: WSDOT - SW

Expenditure Schedule

| Phase         | 1st              | 2nd               | 3rd               | 4th               | 5th & 6th        |
|---------------|------------------|-------------------|-------------------|-------------------|------------------|
| PE            | 400,602          | 158,451           | 1,254,576         | 420,395           | 0                |
| CN            | 3,841,199        | 13,714,942        | 11,627,224        | 19,239,262        | 5,490,040        |
| <b>Totals</b> | <b>4,241,801</b> | <b>13,873,393</b> | <b>12,881,800</b> | <b>19,659,657</b> | <b>5,490,040</b> |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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. |
|----------|----------------|---------|-----------|----------|----------------------|--------------------|-------------|---------------|-------------|----------------------------|-----------------|
| 03       |                | 400029Q | 400029Q06 | 21       |                      | CE                 | No          | 0.00          | 0.00        | 900,000                    |                 |

Clark County Variable Message Signs

Improve highway operation, safety and traveler information by Installing two new variable message signs.

**Funding**

| Phase                 | Start Date | Federal Fund Code | Federal Funds |          | State Fund Code | State Funds    | Local Funds | Total          |
|-----------------------|------------|-------------------|---------------|----------|-----------------|----------------|-------------|----------------|
|                       |            |                   |               |          |                 |                |             |                |
| PE                    | 2027       |                   |               | 0        | MVA             | 100,000        | 0           | 100,000        |
| <b>Project Totals</b> |            |                   |               | <b>0</b> |                 | <b>100,000</b> | <b>0</b>    | <b>100,000</b> |

**Expenditure Schedule**

| Phase         | 1st      | 2nd      | 3rd          | 4th           | 5th & 6th |
|---------------|----------|----------|--------------|---------------|-----------|
| PE            | 0        | 0        | 7,594        | 92,406        | 0         |
| <b>Totals</b> | <b>0</b> | <b>0</b> | <b>7,594</b> | <b>92,406</b> | <b>0</b>  |



**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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       |                | WPSWRT<br>C | WPSWRTC06 | 05       |                      | CE                 | No          | Various       | Various     | 15,140,639                 |                 |

Concrete Roadway Preservation SW MPO - Clark County

Replace broken and/or cracked concrete panels. 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             |                 |                |             |                   |
| CN                    | 2025       | NHPP              |               | 3,996,600         | MVA             | 79,932         | 0           | 4,076,532         |
| CN                    | 2026       | NHPP              |               | 7,032,753         | MVA             | 140,655        | 0           | 7,173,408         |
| <b>Project Totals</b> |            |                   |               | <b>11,029,353</b> |                 | <b>220,587</b> | <b>0</b>    | <b>11,249,940</b> |

**Expenditure Schedule**

| Phase         | 1st              | 2nd              | 3rd      | 4th      | 5th & 6th |
|---------------|------------------|------------------|----------|----------|-----------|
| CN            | 4,076,532        | 7,173,408        | 0        | 0        | 0         |
| <b>Totals</b> | <b>4,076,532</b> | <b>7,173,408</b> | <b>0</b> | <b>0</b> | <b>0</b>  |

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 28, 2024

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       |                | 400523I | 400523I06A | 03       | 1.070                | EA                 | Yes         | 9.00          | 10.07       | 89,506,935                 |                 |

I-5/179th Street Interchange - Interchange Improvements

Construct Interchange and Roadway Improvements.

**Funding**

| Phase                 | Start Date | Federal Funds |           | State Fund Code | State Funds       | Local Funds | Total             |
|-----------------------|------------|---------------|-----------|-----------------|-------------------|-------------|-------------------|
|                       |            | Federal       | Fund Code |                 |                   |             |                   |
| PE                    | 2025       | 0             |           | CWA             | 6,785,585         | 0           | 6,785,585         |
| RW                    | 2026       | 0             |           | CWA             | 2,346,184         | 0           | 2,346,184         |
| CN                    | 2026       | 0             |           | CWA             | 10,000,000        | 0           | 10,000,000        |
| CN                    | 2027       | 0             |           | CWA             | 10,000,000        | 0           | 10,000,000        |
| CN                    | 2028       | 0             |           | CWA             | 10,000,000        | 0           | 10,000,000        |
| <b>Project Totals</b> |            | <b>0</b>      |           |                 | <b>39,131,769</b> | <b>0</b>    | <b>39,131,769</b> |

**Expenditure Schedule**

| Phase         | 1st              | 2nd               | 3rd               | 4th               | 5th & 6th         |
|---------------|------------------|-------------------|-------------------|-------------------|-------------------|
| PE            | 1,110,015        | 4,047,033         | 1,628,538         | 0                 | 0                 |
| RW            | 0                | 2,086,906         | 259,277           | 0                 | 0                 |
| CN            | 0                | 10,000,000        | 10,000,000        | 10,000,000        | 49,351,146        |
| <b>Totals</b> | <b>1,110,015</b> | <b>16,133,939</b> | <b>11,887,815</b> | <b>10,000,000</b> | <b>49,351,146</b> |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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       |                | 400519A | 400519A06 | 10       | 0.270                | EIS                | Yes         | 0.00          | 0.27        | 2,861,315,124              |                 |

I-5/Columbia River Interstate Bridge - Replacement

Reevaluation of purpose and need and environmental permits, financial plan development, and reengagement with project stakeholders. See Oregon STIP Project I-5: Columbia River (Interstate) Bridge.

**Funding**

| Phase                 | Start Date | Federal Fund Code | Federal Funds     |           | State Funds     |                   | Local Funds | Total              |
|-----------------------|------------|-------------------|-------------------|-----------|-----------------|-------------------|-------------|--------------------|
|                       |            |                   | Federal           | Fund Code | State Fund Code | State Funds       |             |                    |
| PE                    | 2025       | NHPP              | 9,375,000         |           | MAW             | 4,000,000         | 0           | 13,375,000         |
| PE                    | 2026       | NHPP              | 9,375,000         |           | MAW             | 4,000,000         | 0           | 13,375,000         |
| PE                    | 2027       | NHPP              | 9,375,000         |           | MAW             | 4,000,000         | 0           | 13,375,000         |
| PE                    | 2028       | NHPP              | 9,375,000         |           | MAW             | 4,000,000         | 0           | 13,375,000         |
| RW                    | 2025       | NHPP              | 17,000,000        |           | MAW             | 12,333,000        | 0           | 29,333,000         |
| RW                    | 2026       | NHPP              | 10,000,000        |           | MAW             | 12,333,000        | 0           | 22,333,000         |
| RW                    | 2027       | NHPP              | 10,000,000        |           | MAW             | 12,334,000        | 0           | 22,334,000         |
| RW                    | 2028       | NHPP              | 10,000,000        |           | MAW             | 3,500,000         | 0           | 13,500,000         |
| <b>Project Totals</b> |            |                   | <b>84,500,000</b> |           |                 | <b>56,500,000</b> | <b>0</b>    | <b>141,000,000</b> |

**Expenditure Schedule**

| Phase         | 1st               | 2nd               | 3rd               | 4th               | 5th & 6th |
|---------------|-------------------|-------------------|-------------------|-------------------|-----------|
| PE            | 13,375,000        | 13,375,000        | 13,375,000        | 13,375,000        | 0         |
| RW            | 29,333,000        | 22,333,000        | 22,334,000        | 13,500,000        | 0         |
| <b>Totals</b> | <b>42,708,000</b> | <b>35,708,000</b> | <b>35,709,000</b> | <b>26,875,000</b> | <b>0</b>  |

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 28, 2024

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(324)      | 400517V | 400517V06 | 47       | 0.270                | CE                 | No          | 0.00          | 0.27        | 500,098                    |                 |

I-5/Interstate Bridge - Electrical Control System Upgrade

Upgrade electrical control system. ODOT-lead project.

Funding

| Phase                 | Start Date | Federal | Fund Code | Federal Funds  |  | State Fund Code | State Funds  | Local Funds | Total          |
|-----------------------|------------|---------|-----------|----------------|--|-----------------|--------------|-------------|----------------|
|                       |            |         |           |                |  |                 |              |             |                |
| CN                    | 2025       |         | HIP       | 405,230        |  | MVA             | 8,270        | 0           | 413,500        |
| <b>Project Totals</b> |            |         |           | <b>405,230</b> |  |                 | <b>8,270</b> | <b>0</b>    | <b>413,500</b> |

Expenditure Schedule

| Phase         | 1st            | 2nd           | 3rd      | 4th      | 5th & 6th |
|---------------|----------------|---------------|----------|----------|-----------|
| CN            | 359,072        | 54,428        | 0        | 0        | 0         |
| <b>Totals</b> | <b>359,072</b> | <b>54,428</b> | <b>0</b> | <b>0</b> | <b>0</b>  |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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(312)      | 400520B | 400520B06 | 14       | 0.240                | CE                 | No          | 19.83         | 20.07       | 5,499,161                  |                 |

I-5/N Fork Lewis River Bridge SB -Rehabilitation

Repair steel truss and concrete approach spans.

Also see SWW RTPO record. Costs shown are half of total.

**Funding**

| Phase                 | Start Date | Federal Fund Code | Federal Funds |                | State Fund Code | State Funds   | Local Funds | Total          |
|-----------------------|------------|-------------------|---------------|----------------|-----------------|---------------|-------------|----------------|
|                       |            |                   | Federal       | Funds          |                 |               |             |                |
| PE                    | 2025       | NHPP              |               | 266,153        | MVA             | 11,089        | 0           | 277,242        |
| <b>Project Totals</b> |            |                   |               | <b>266,153</b> |                 | <b>11,089</b> | <b>0</b>    | <b>277,242</b> |

**Expenditure Schedule**

| Phase         | 1st           | 2nd            | 3rd           | 4th      | 5th & 6th |
|---------------|---------------|----------------|---------------|----------|-----------|
| PE            | 50,746        | 200,688        | 25,808        | 0        | 0         |
| <b>Totals</b> | <b>50,746</b> | <b>200,688</b> | <b>25,808</b> | <b>0</b> | <b>0</b>  |

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 28, 2024

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       |                | 400027Q | 400027Q06 | 21       | 4.750                | CE                 | No          | 11.25         | 16.00       | 2,973,665                  |                 |

I-5/SR 502 to Cowlitz Way - Ramp Meters

Install 5 ramp meters, mast arms, signal and camera SR502 to Cowlitz Way

Funding

| Phase                 | Start Date | Federal | Fund Code | Federal Funds    |  | State Fund Code | State Funds      | Local Funds | Total            |
|-----------------------|------------|---------|-----------|------------------|--|-----------------|------------------|-------------|------------------|
|                       |            |         |           |                  |  |                 |                  |             |                  |
| PE                    | 2025       |         |           | 0                |  | MVA             | 573,665          | 0           | 573,665          |
| CN                    | 2027       |         | CMAQ      | 1,200,000        |  | MVA             | 280,249          | 0           | 1,480,249        |
| CN                    | 2027       |         | CRP(UL)   | 400,000          |  | MVA             | 93,416           | 0           | 493,416          |
| CN                    | 2028       |         | CMAQ      | 300,000          |  | MVA             | 126,335          | 0           | 426,335          |
| <b>Project Totals</b> |            |         |           | <b>1,900,000</b> |  |                 | <b>1,073,665</b> | <b>0</b>    | <b>2,973,665</b> |

Expenditure Schedule

| Phase         | 1st            | 2nd      | 3rd              | 4th            | 5th & 6th |
|---------------|----------------|----------|------------------|----------------|-----------|
| PE            | 573,665        | 0        | 0                | 0              | 0         |
| CN            | 0              | 0        | 1,973,665        | 426,335        | 0         |
| <b>Totals</b> | <b>573,665</b> | <b>0</b> | <b>1,973,665</b> | <b>426,335</b> | <b>0</b>  |

**Washington State S. T. I. P.**

**2025 to 2028**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 28, 2024**

**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. |
|----------|----------------|---------|-----------|----------|----------------------|--------------------|-------------|---------------|-------------|----------------------------|-----------------|
| 03       |                | 450026Q | 450026Q06 | 21       | 0.070                | CE                 | No          | 0.17          | 0.24        | 985,000                    |                 |

SR 500/I-5 at 39th St - Corridor Connection

Construct westbound right-turn lane from E 39th Street to I-5 Northbound ramp.

**Funding**

| Phase                 | Start Date | Federal | Fund Code | Federal Funds  |  | State Fund Code | State Funds    | Local Funds    | Total          |
|-----------------------|------------|---------|-----------|----------------|--|-----------------|----------------|----------------|----------------|
|                       |            |         |           |                |  |                 |                |                |                |
| PE                    | 2025       |         | CMAQ      | 65,000         |  | MVA             | 35,000         | 0              | 100,000        |
| CN                    | 2027       |         | CMAQ      | 635,000        |  | MVA             | 115,000        | 135,000        | 885,000        |
| <b>Project Totals</b> |            |         |           | <b>700,000</b> |  |                 | <b>150,000</b> | <b>135,000</b> | <b>985,000</b> |

**Expenditure Schedule**

| Phase         | 1st           | 2nd           | 3rd            | 4th      | 5th & 6th |
|---------------|---------------|---------------|----------------|----------|-----------|
| PE            | 72,411        | 27,589        | 0              | 0        | 0         |
| CN            | 0             | 0             | 885,000        | 0        | 0         |
| <b>Totals</b> | <b>72,411</b> | <b>27,589</b> | <b>885,000</b> | <b>0</b> | <b>0</b>  |

Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 28, 2024

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. |
|----------|----------------|---------|-----------|----------|----------------------|--------------------|-------------|---------------|-------------|----------------------------|-----------------|
| 03       | 0500(026)      | 450018S | 450018S06 | 21       | 0.400                | CE                 | Yes         | 16.05         | 16.45       | 8,850,359                  |                 |

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

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

**Funding**

| Phase                 | Start Date | Federal | Fund Code | Federal Funds    |  | State Fund Code | State Funds    | Local Funds | Total            |
|-----------------------|------------|---------|-----------|------------------|--|-----------------|----------------|-------------|------------------|
|                       |            |         |           |                  |  |                 |                |             |                  |
| RW                    | 2025       |         | HSIP      | 1,144,660        |  | MVA             | 23,360         | 0           | 1,168,020        |
| CN                    | 2025       |         | HSIP      | 5,106,657        |  | MVA             | 104,217        | 0           | 5,210,874        |
| <b>Project Totals</b> |            |         |           | <b>6,251,317</b> |  |                 | <b>127,577</b> | <b>0</b>    | <b>6,378,894</b> |

**Expenditure Schedule**

| Phase         | 1st              | 2nd              | 3rd            | 4th      | 5th & 6th |
|---------------|------------------|------------------|----------------|----------|-----------|
| RW            | 1,168,021        | 0                | 0              | 0        | 0         |
| CN            | 157,421          | 4,460,948        | 592,504        | 0        | 0         |
| <b>Totals</b> | <b>1,325,442</b> | <b>4,460,948</b> | <b>592,504</b> | <b>0</b> | <b>0</b>  |



Washington State S. T. I. P.

2025 to 2028

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 28, 2024

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       |                | 400025B | 400025B06 | 14       |                      | CE                 | No          | 0.00          | 0.00        | 125,000                    |                 |

SWR Strategic Bridge Preservation 25-27

Strategic bridge preservation by State Forces for 25-27 biennium.

See also RTC RTPO, CWCOG and SWW RTPO records. This record contains 1/4th of the total project costs.

**Funding**

| Phase                 | Start Date | Federal Fund Code | Federal Funds |                 | State Funds    | Local Funds | Total          |
|-----------------------|------------|-------------------|---------------|-----------------|----------------|-------------|----------------|
|                       |            |                   | Federal Funds | State Fund Code |                |             |                |
| CN                    | 2025       |                   | 0             | CWA             | 125,000        | 0           | 125,000        |
| <b>Project Totals</b> |            |                   | <b>0</b>      |                 | <b>125,000</b> | <b>0</b>    | <b>125,000</b> |

**Expenditure Schedule**

| Phase         | 1st           | 2nd           | 3rd           | 4th      | 5th & 6th |
|---------------|---------------|---------------|---------------|----------|-----------|
| CN            | 19,842        | 76,127        | 29,031        | 0        | 0         |
| <b>Totals</b> | <b>19,842</b> | <b>76,127</b> | <b>29,031</b> | <b>0</b> | <b>0</b>  |

| Agency Totals for WSDOT - SW | Federal Funds |             | State Funds | Local Funds | Total |
|------------------------------|---------------|-------------|-------------|-------------|-------|
|                              | Federal Funds | State Funds |             |             |       |
|                              | 129,298,138   | 123,858,522 | 135,000     | 253,291,660 |       |