

Metropolitan Transportation Improvement Program

**Clark County
2012-2015**

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

October 2011



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STAFF REPORT/RESOLUTION

TO: Southwest Washington Regional Transportation Council Board of Directors
FROM: Dean Lookingbill, Transportation Director
DATE: September 27, 2011
SUBJECT: **2012-2015 Metropolitan Transportation Improvement Program,
Resolution 10-11-18**

AT A GLANCE - Action

The purpose of this resolution is to seek RTC Board adoption of the 2012-2015 Metropolitan Transportation Improvement Program (MTIP) and concurrence with regional project selection. Adoption of the MTIP reflects the programming of an additional \$10.95 million in regionally allocated Federal Highway Administration funds. The 2012-2015 MTIP programs approximately \$102.8 million in federal funds with a total project cost of \$362.8 million.

INTRODUCTION

The 2012-2015 Metropolitan Transportation Improvement Program (MTIP) is a four-year funding program for regionally significant transportation projects in Clark County. The projects programmed in the MTIP originate from project recommendations made in the Metropolitan Transportation Plan or are developed into projects from a series of program recommendations such as preservation, maintenance, and safety. The MTIP project selection process is the same as in previous years and included the following three steps:

1. Project Screening: Projects are reviewed for consistency with the Metropolitan Transportation Plan, land use plans, air quality goals, and regional screening criteria.
2. Evaluation and Ranking by Needs Criteria: Each project is evaluated and ranked against a set of criteria that have been adopted by the RTC Board.
3. Project Selection and Programming: Projects are programmed for funding utilizing the project information and prioritization generated by the evaluation steps.

In August, the Regional Transportation Advisory Committee (RTAC) completed the first two steps of the MTIP development process, resulting in a prioritized ranking of projects. RTAC reviewed the draft 2012-2015 Metropolitan Transportation Improvement Program at their September 16th meeting and has recommended adoption by the RTC Board of Directors. The adoption of the 2012-2015 MTIP by the RTC Board will complete the final step of programming regionally allocated federal funds.

In addition to the regionally selected projects, the MTIP completes the programming of funds for other regionally significant projects. For example, this includes all federal and state selected federal programs such as Bridge, Interstate Maintenance, and National Highway System programs. Attached to this resolution is the draft MTIP Summary Report that lists all regionally significant projects by calendar year and funding source. The full 2012-2015 Metropolitan Transportation Improvement Program for Clark County is provided online for your review at

<http://www.rtc.wa.gov/board/packet/MTIP2012.pdf> and copies will also be available at the October RTC Board meeting.

The MTIP development process also includes a public participation process. This process builds upon the public participation process carried out by each jurisdiction and includes the opportunity for the public to comment on the draft MTIP.

PROJECT EVALUATION

Based on an evaluation by regional selection criteria, RTAC has concurred with the following ranked order for the STP programs:

Project Rank and Score

1. NE 119th Street/50th Av. Intersection (Score 83 pts.)
2. Highway 99, 99th St. to 129th St. (Score 77 pts.)
3. NW 38th Av./SE 20th St., Armstrong St. to 192nd Av. (Score 67 pts.)
4. NE 10th Av., 141st to 149th St. (Score 58 pts.)
5. Evergreen Way/ 32nd St. Intersection (Score 54 pts.)
5. NE 28th Street, 141st Av. To 162nd Av. (Score 54 pts.)
6. SR-503/SR-502 Intersection (Score 46 pts)
7. Traffic Signal Improvements-Battle Ground (Score 19 pts.)

Based on an evaluation by regional selection criteria, RTAC has concurred with the following ranked order for CMAQ program (air quality points are tripled):

Project Rank and Score

1. Barberton TSO (Score 95 pts.)
2. VAST 12: SR-14 Traveler Information (Score 77 pts.)
2. VAST 12: Hazel Dell-Felida TSO (Score 77 pts.)
2. VAST 12: Miovision Demonstration Project (Score 77 pts.)
2. VAST 12: VAST Coordination and Management (Score 77 pts.)
3. Fisher's Landing Transit Center Expansion (Score 62 pts.)
4. Vancouver Bicycle Mobility Program (Score 61 pts.)

PROJECT SELECTION

RTAC has recommended the following projects be selected and programmed for funding in the 2012-2015 MTIP:

Increase In Federal Allocation, Obligation Catch Up and 2012-15 MTIP Project Programming

A “catch up” allocation over the last several years has resulted in our region having an additional \$3 million in STP funds to be allocated this year. This coupled with unanticipated project delays and the need to obligate federal funds has put the region in the positive position of increasing the federal STP funding level for several projects. In order to get these funds working to benefit our community, it is recommended that RTC’s standard limit on federal STP projects be increased from \$2 million to \$3 million per mile for projects that will go to construction in 2012. The

condition placed on these additional funds is that the projects must be obligated in 2012, or funds would be reallocated through the 2013 MTTP project selection process. The following projects would receive this increase:

- NE 137th Avenue, 28th to 49th Streets - \$1,000,000 Construction
- NE 88th Street, Hwy. 99 to St. Johns - \$1,500,000 Construction
- NW 38th Ave./SE 20th St., Armstrong to 192nd Av. - \$600,000 Construction
- SE Grace Avenue, Rasmussen to Eaton - \$70,000 RW and \$230,000 Construction
- Timmen Road, La Center Rd. to 279th St. - \$100,000 Construction

Total \$3,500,000

2012-2015 STP Project Selection

The follow STP projects are recommended for selection:

- NE 119th St./NE 50th Av. Intersection - \$200,000 PE (2012)/\$800,000 CN (2014)
- Highway 99, 99th St. to 129th St. - \$1,000,000 PE (2014)
- NW 38th Av./SE 20th St., Armstrong to 192nd – \$850,000 CN (2012)
- NE 10th Av., 141st to 149th St. - \$470,000 CN (2014)
- Evergreen Way/32nd St. Intersection - \$150,000 PE (2012)/\$55,000 RW (2013)/\$725,000 CN (2014)

Total \$4,250,000

2012-2015 CMAQ Project Selection

The Following CMAQ projects are recommended for selection:

- Barberton TSO - \$95,000 PE (2012)/\$632,000 CN (2013)
- SR-14 Traveler Information - \$73,000 PE (2013)/\$606,000 CN (2014)
- Hazel Dell-Felida TSO - \$64,000 PE (2012)/\$314,000 CN (2013)
- Miovision - \$15,000 CN (2012)
- VAST Coordination & Management - \$106,000 PE (2012)
- Fisher's Landing Transit Center Expansion - \$800,000 PE (2013)
- Vancouver Bicycle Mobility Program II - \$103,000 PE (2012), \$394,000 CN (2014)

Total \$3,202,000

MTTP ADOPTION

Adoption of the 2012-2015 Metropolitan Transportation Improvement Program (MTTP) will encompass the following actions:

- MPO authorization of the 2012-2015 MTTP, which includes transportation projects totaling approximately \$102.8 million in federal transportation funds.

- MTIP conformance with the Metropolitan Transportation Plan, Clean Air Act as amended, the Air Quality State Implementation Plan, and Conformity Guidelines.
- Certification that the RTC planning process meets all requirements of Title 23 and Title 40 of the transportation Code of Federal Regulations, including those provisions added by SAFETEA-LU.
- “Selection” of all four years of the federal program of projects allowing projects to proceed towards implementation.

POLICY IMPLICATION

The 2012-2015 Metropolitan Transportation Improvement Program (MTIP) is a four-year program of regionally significant transportation projects. The Metropolitan Transportation Plan (MTP) represents the framework plan and policies for the development and implementation of the regional transportation system. Projects programmed in the MTIP assist the region in implementing the Metropolitan Transportation Plan.

BUDGET IMPLICATION

Projects must be included in the MTIP and STIP as a condition for the receipt of federal funds. Action on this MTIP would program approximately \$102.8 million in federal dollars between 2012 and 2015 for transportation improvements within the Clark County region.


ACTION REQUESTED

Adoption of Resolution 10-11-18, "2012-2015 Metropolitan Transportation Improvement Program".

ADOPTED this 4th day of October 2011
by the Southwest Washington Regional Transportation Council.

SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL

ATTEST:


Jack Burkman
Chair of the Board


Dean Lookingbill
Transportation Director

Attachment: 2012-2015 MTIP Summary by year and funding source

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SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL

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Klickitat County	City of White Salmon	Port of Camas/Washougal
Skamania County	City of Bingen	Port of Klickitat
City of Vancouver	City of Goldendale	Port of Skamania County
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City of Ridgefield	Port of Vancouver	Metro

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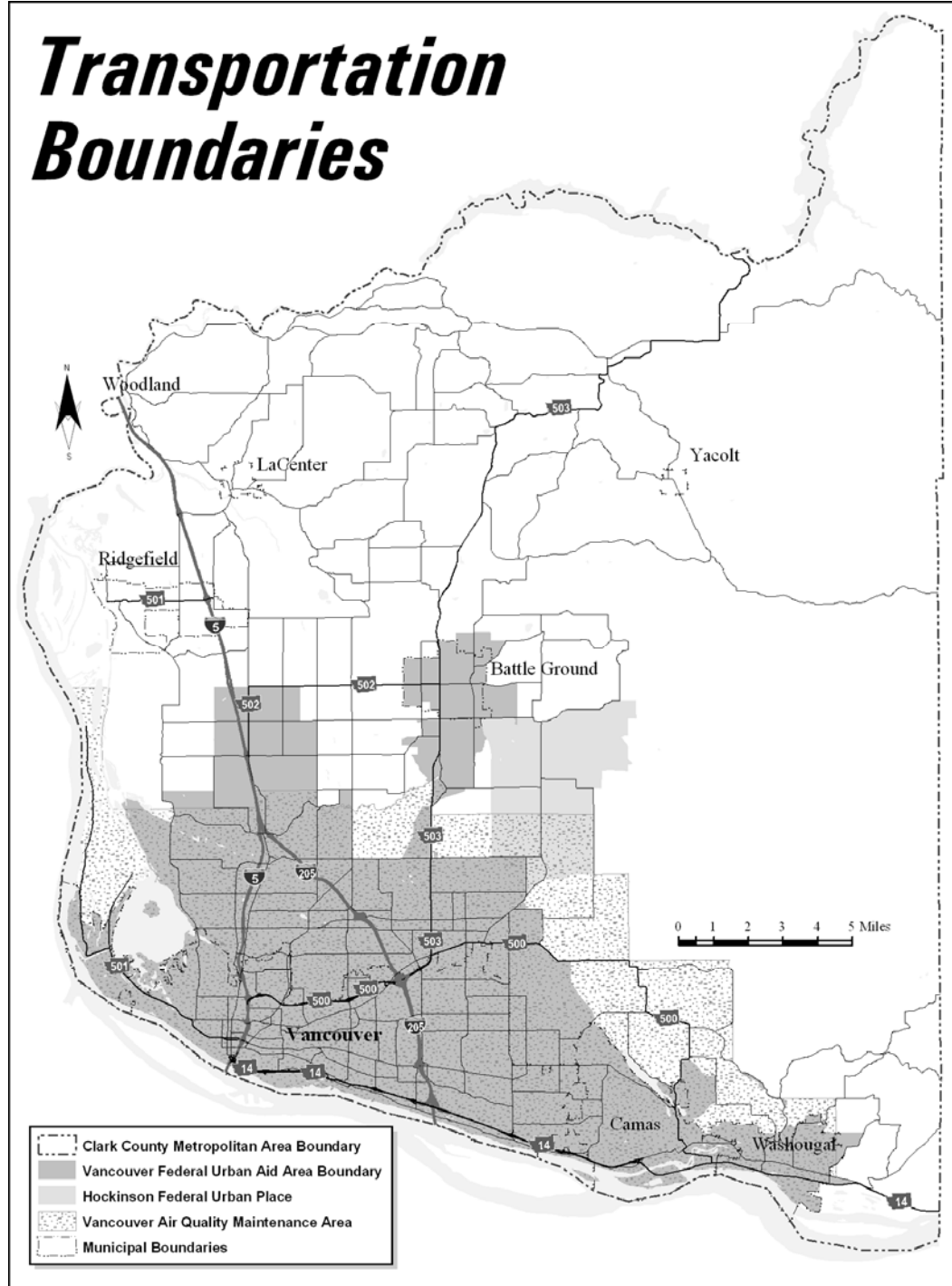
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LOCATION OF CLARK COUNTY

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, and provides over 41 miles of river frontage. Urban Clark County is part of the northeast quadrant of the Portland, Oregon metropolitan area.



Transportation Boundaries



CHAPTER 1

INTRODUCTION

BACKGROUND AND PURPOSE

The Metropolitan Transportation Improvement Program (MTIP) is a list of all federally funded and regionally significant state and local funded transportation projects within the Clark County, Washington region. The MTIP 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. It also demonstrates how these projects comply with federal regulations.

An MTIP must be developed for each metropolitan area by the Metropolitan Planning Organization (MPO) in cooperation with the State and transit operators. The Southwest Washington Regional Transportation Council (RTC) is the Vancouver, Washington area's designated MPO. The MTIP is generally prepared each year, but must be updated at least every four years. The MTIP must be consistent with the Metropolitan Transportation Plan (MTP). The MTIP process is used to determine which projects from the Metropolitan Transportation Plan will be given funding priority year by year.

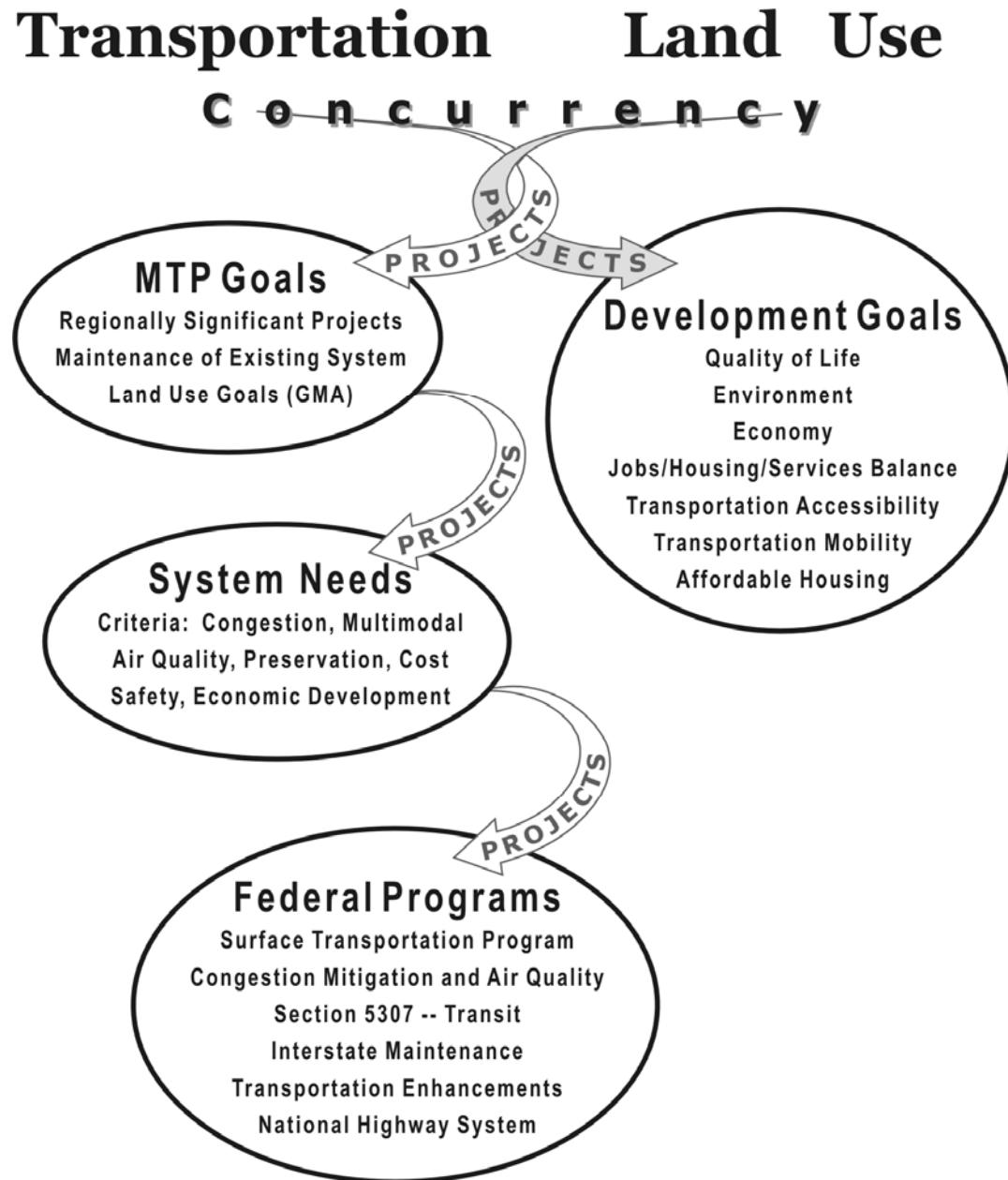
MTIP DEVELOPMENT

Process

The Clark County MTIP 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. The overall MTIP development process approach is founded on the current federal transportation reauthorization act (SAFETEA-LU). The Metropolitan Transportation Plan is utilized as the framework plan, system needs analyses are incorporated, projects are evaluated and prioritized against a set of criteria, and funding resources are identified to meet project needs.

At the regional selection level, the needs criteria are intermodal/multimodal and address project funding across all SAFETEA-LU funding categories. The needs criteria reflect the system performance goals and measures from the Metropolitan Transportation Plan. The wider range of criteria includes Mobility, Multimodal, Safety, Economic Development, Financial/Implementation, and Air Quality. Funding flexibility is addressed to identify funding resources to meet project needs. Funds are not transferred between funding sources at the regional level.



Coordination with adjacent MPOs

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

Public Involvement Process

RTC's MTIP public outreach includes adequate public notice of public involvement activities and time established for public review and comment, and satisfies the program-of-projects requirements of the Urbanized Area Formula Program.

The MTIP is developed from the adopted local TIPs compiled annually by each agency. As required by law, 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. RTC staff participates in many of these public outreach processes. While the individual local TIPs have included a public involvement process, RTC feels it is important to continue this public involvement process for the MTIP. In this way, members of the community can view the full scope of regional transportation improvements.

Citizens and appropriate parties were provided a reasonable opportunity to comment on the MTIP through a public involvement process. RTC participated in numerous public meetings, open houses, and neighborhood meetings at various times and locations throughout the year. A public open house was held on September 15, 2011 with a public comment period lasting from September 4, 2011 until October 4, 2011.

Notices of the opportunity to comment on the MTIP were distributed to the local media, and other interested parties. News releases and other MTIP information were made available on the RTC Web Site. From June 2011 through October 2011, public discussions of the MTIP were held during meetings of the RTC Board of Directors, RTAC (technical committee), and other public outreach efforts.

Transportation Enhancement Process

Selection of transportation enhancement projects to proceed from the region for consideration is accomplished through the regional planning process. The process includes the following steps: 1) Workshop to explain transportation enhancement process, 2) Applications received by deadline, 3) Evaluation of projects by the Regional committee, using regional criteria, 4) RTAC recommends ranked list of projects to RTC Board, and 5) RTC Board approves ranked list of projects to be forwarded to the state.

MTIP Amendment Process

The first four years of federal projects in the MTIP are considered “Selected” and require no amendment to change the funding year. Corrections to projects currently listed in the MTIP (misspelling, project clarification, minor changes in funding, etc.) that do not change the scope of a project, may be handled as an administrative MTIP correction through RTC staff. To add, modify, or delete a regionally significant project from the MTIP will generally require an MTIP Amendment. MTIP Amendments will be accomplished through the following steps:

- 1) Local agency submits written request for amendment to RTC.
- 2) RTC staff evaluates request for amendment for financial feasibility, air quality, consistency with MTP, etc.
- 3) The Regional Transportation Advisory Committee reviews request for amendment and makes a recommendation to the RTC Board.
- 4) The RTC Board takes action on the MTIP amendment, following public notice on the amendment.
- 5) MTIP amendment is forwarded to the Washington State Department of Transportation for inclusion in STIP.

Exceptions: Projects that meet the following conditions can be administratively amended into the MTIP at the discretion of the RTC Transportation Director. RTAC will be notified of all administrative MTIP amendments.

- Insignificant changes to the project scope or termini (less than ½ mile).
- Changes in non-regionally selected funding amounts less than \$5 million.
- Addition of non-regionally selected federal aid project. This includes but is not limited to STP-Safety, Federal Bridge Repair and Replacement Program, Interstate Maintenance, Public Lands Highway, Scenic Byways, and others.
- Restoration of projects to the MTIP that were included in a previous version of the MTIP.
- Changing between federal and state funding on the state highway system.
- Moving regionally selected dollars to next project development phase (Preliminary Engineering to Right-of-Way or Right-of-Way to Construction).

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 450.334 [Revised as of April 1, 2009] the Washington State Department of Transportation (WSDOT) and the Southwest Washington Regional Transportation Council (RTC), the 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: 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart; 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; Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21; 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity; Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects; 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts; The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, 38; 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; Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

CONSISTENCY WITH METROPOLITAN TRANSPORTATION PLAN

The MTP 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 MTIP are drawn either directly from specific recommendations made in the Metropolitan Transportation Plan, or developed from a more general series of recommendations (e.g. preservation and maintenance of transportation facilities, traffic safety improvements, facilities for bicycles and pedestrians, system management, demand management, etc.). The project-sponsoring agencies develop specific project proposals which are consistent with the MTP recommendations. Examples of regionally significant projects incorporated into the MTIP include the following:

- Transit Preventative Maintenance
- Preservation, Maintenance, and Safety projects
- ITS Improvements
- SR-502, I-5 to Battle Ground Widening
- I-205/18th Street Interchange
- NE 137th Av., 28-49th Street
- NE 88th Street, Highway 99 to St. Johns
- NW 38th Avenue/SE 20th Street, Armstrong to 192nd Av.

CONSISTENCY WITH CONGESTION MANAGEMENT PROCESS

In April 2006, the RTC Board of Directors adopted a Congestion Management Process, that is consistent with the elements as outlined in federal regulation and is an integral part of the transportation decision making process. The congestion management process includes: 1) Develop purpose and goals, 2) Identify boundary and network, 3) Develop performance measures, 4) System monitoring, 5) Identify and evaluate strategies, 6) Implement strategies, and 7) Monitor strategy effectiveness. A Congestion Monitoring Report is prepared annually, in coordination with WSDOT and partner jurisdictions, to assess transportation system performance. The performance of the congestion management corridors focuses on land use, walking and bicycle suitability, transit frequency, safety, corridor congestion ratio, vehicle volumes, travel speed, speed as a percent of speed limit, intersection delay, automobile occupancy, truck percentage, and transit seat capacity used. In addition, other transportation measures include highest volume intersections, Columbia River bridge vehicle volumes, transit seats as percentage of lane capacity, transit system ridership, historical population and transit patronage growth, and park and ride capacity.

Overall, the Congestion Management Process supports the long-term transportation goals and objectives as contained in the Metropolitan Transportation Plan. The Congestion Management Process is utilized in the regional transportation planning process and in the prioritization and selection of projects for inclusion in the Metropolitan Transportation Improvement Program.

DETERMINATION OF CONFORMITY WITH AIR QUALITY STATE IMPLEMENTATION PLAN (SIP)

Introduction

Required under the Federal Clean Air Act, the State Implementation Plan (SIP) provides a blueprint for how maintenance areas will meet the National Ambient Air Quality Standards (NAAQS). Plan conformity analyses and a positive finding of conformity are required by the Federal Clean Air Act, the Transportation Equity Act for the 21st Century (TEA-21), and the Clean Air Washington Act. Positive conformity findings will allow the region to proceed with implementation of transportation projects in a timely manner.

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

On March 15, 1991, the Governor of Washington State designated the urban area of the Vancouver portion of the Portland-Vancouver Interstate Air Quality Maintenance Area as a marginal non-attainment area for ozone (O₃) and a moderate carbon monoxide (CO) non-attainment area. This action was taken in accordance with Section 107 of the Federal Clean Air Act as amended in 1990.

The Southwest Clean Air Agency (SWCAA) developed, as supplements to the State Implementation Plan, two Maintenance Plans; 1) for Carbon Monoxide (CO) and 2) for Ozone (O₃). In October 1996, the Carbon Monoxide Maintenance Plan and in April 1997, the Ozone Maintenance Plan were approved by the Environmental Protection Agency (EPA). Mobile source strategies contained in the Maintenance Plans were endorsed for implementation by the RTC Board of Directors (Resolution 02-96-04).

Air Quality Status

Under the new 8-hour federal Ozone standard, the Vancouver/Portland Air Quality Maintenance Area (AQMA) has been designated from “maintenance” to “unclassifiable/attainment” for Ozone and no longer needs to demonstrate conformity for Ozone. Consequently, as of June 15, 2005, regional emissions analyses for ozone precursors in the Plan (MTP) and Program (MTIP) were no longer required.

The Vancouver AQMA is currently designated as a CO maintenance area. In January 2007, the Southwest Clean Air Agency submitted a Limited Maintenance Plan (LMP) for CO to the Environmental Protection Agency. Based on the population growth assumptions contained in the Vancouver Limited Maintenance Plan 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. Therefore, regional conformity is presumed and regional emissions analyses and emission budget tests are no longer required.

Applicable State Implementation Plan

The implementation plans currently in effect are the 1996 Limited Maintenance Plan for Carbon Monoxide and the 1997 Ozone Maintenance Plan for Vancouver, Washington. The SWCAA adopted an Ozone Maintenance Plan for the Vancouver portion of the Portland-Vancouver AQMA in November 2006 for submittal to EPA. The plan demonstrates compliance with the 8-hour ozone standard through 2015 and contains an ozone contingency plan to prevent or correct any measured violation of the 8-hour ozone standard. The CO Limited Maintenance Plan for the Vancouver AQMA was found to be adequate by EPA and published in the federal register at the end of 2007.

CO Limited Maintenance Plan

Carbon monoxide emissions forecasts contained in the limited maintenance plan for on-road mobile sources show a continued decline in CO emissions during the maintenance plan period. The 2002 base year for the limited maintenance plan shows 383,058 pounds a day for CO on-road mobile sources. Forecast CO emissions for 2019, three years beyond the time period of the limited maintenance plan, are almost half (52%) of the base.

The mobile source emissions forecasts were derived using the population and employment growth assumptions contained in the adopted Clark County Comprehensive Plan. Population growth rate is used as a conservative surrogate for VMT. The population forecast in the Comprehensive Plan is based on the high range of allowable population growth from the Office of Financial Management (OFM) projection. Regional population growth in the long range plan increases at an annual rate of 2.35% to 639,300 in 2030. By comparison, the measured rate of population growth in Clark County was 2.25% per year from 2005 to 2010. OFM data

will be used to monitor population growth for Clark County and will be compared with the growth rates assumed in the Comprehensive Plan. This approach will provide the means to ensure that actual growth is consistent with the range used by Southwest Clean Air Agency (SWCAA) to estimate mobile emissions for the maintenance plan.

The maintenance plan calls for the Southwest Clean Air Agency to track countywide mobile emissions through the Ecology emission inventories triennially to verify continued attainment. Transportation and VMT required to estimate emission inventories will be provided by RTC.

Consultation Process

Federal and state rules and regulations require formal consultation procedures for conducting conformity analyses. Consultation procedures require the presentation of key assumptions made in the process of conducting conformity analyses. As part of the consultation process, RTC staff reviews with federal and state agencies key analytical assumptions involved in the conformity analysis.

Air Quality Conformity Methodology and Results

Regional emission analysis for ozone and carbon monoxide is no longer required for the Metropolitan Transportation Improvement Program.

Status of Transportation Control Measures

The SIP for Washington State does not include Transportation Control Measures (TCMs) for the Vancouver portion of the Portland-Vancouver Air Quality Maintenance Area.

Although no TCM's are required, the region and the MTIP does provide for improved public transit and transit facilities. 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. Additional efforts that contribute to emissions reductions include the Commute Trip Reduction Efficiency Act, effective July, 2007 (replaces the 1991 CTR Program). The CTR Program calls for reduction of single occupant vehicle travel by major employers in the urban areas of Clark County. In addition, public education and outreach programs are supported by Southwest Clean Air Agency.

Conformity Determination

The 2012-2015 Metropolitan Transportation Improvement Program (MTIP) for Clark County does not contribute to violations of ozone or carbon monoxide emission standards.

CHAPTER II

FINANCIAL PLAN AND RESOURCES

INTRODUCTION

Federal rules require that Metropolitan Transportation Improvement Programs (MTIP) prepared by MPOs include a financial plan that demonstrates that the program is financially realistic for each year of the MTIP. 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 MTIP 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 Metropolitan Transportation Improvement Program.

Assumptions

Project programmed in the Metropolitan Transportation Improvement Program reflect costs in year of expenditure dollars. The financial plan assumes that 100 percent of federal allocations will be available. For funding sources with a regional allocation (Section 5307, CMAQ, STP-TMA, STP-Rural), the number of dollars available is based on the previous year's allocations or estimates produced by the Washington State Department of Transportation. For State or Federal selected funding sources (Discretionary, NHS, IM, STP-State, STP-Competitive), the regional total is assumed to be equal to the total of projects selected by the Washington State Department of Transportation or by Congress.

Operation and Maintenance Cost

The region needs to ensure that sufficient money is available to adequately maintain, preserve, and operate the transportation system already in place. It costs, on average, \$39.4 million annually to operate and maintain the entire road system in Clark County. It costs, on average, \$42.3 million annually to operate and maintain C-TRAN service. Fuel cost has had a significant impact on operation and maintenance budget since 2008. The entire transportation system costs approximately \$81.7 million to operate and maintain. The region has been experiencing a 4-5% increase in operation and maintenance cost per year.

These costs are likely to take up a greater percentage of available revenues over time as the transportation system ages and grows. WSDOT, Clark County, cities, and C-TRAN have set standards and have identified major operation and maintenance costs. Local jurisdictions/agencies program the operation and maintenance of the transportation system as a high priority of their transportation budget. These operation and maintenance costs are assumed to be covered through available resources.

PROJECT SELECTION

In order to meet the federal requirements, all federal projects programmed in the 2012-2015 Metropolitan Transportation Improvement Program are considered selected projects. 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.

DESCRIPTION OF REVENUE SOURCES

FEDERAL

The federal gas tax and other transportation fees and taxes are the major federal revenue sources for transportation funding. The federal funding picture was established with the passage of the Intermodal Surface Transportation Efficiently Act (ISTEA) of 1991 and subsequent federal reauthorization acts in 1998 and 2005. On August 10, 2005, the President signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which generally continued the ISTEA funding programs. SAFETEA-LU has been extended through 2011, and may be extended longer. Federal funding programs now allow much greater flexibility in the way money may be used. The federal funding programs now have a multimodal emphasis, which gives regions greater independence to invest in alternate modes of travel. ISTEA was considered landmark legislation because of this and because it enhanced the role of the Metropolitan Planning Organization in the programming, planning, and prioritization of federal funds. The Act also established Transportation Management Areas (MPOs with a population greater than 200,000 people) and made funding available for transportation projects to help regions meet air quality standards. In states, such as Washington State, where the amount of public lands and Indian lands exceed 5% of the total State area, the federal share for projects will be increased above those outlined in SAFETEA-LU. The federal share percentages described in the following SAFETEA-LU programs reflect the adjusted shares for Washington State.

SAFETEA-LU is funded through projected revenues from the Highway Trust Fund and General fund as well as ethanol tax reforms. SAFETEA-LU originally included \$286.5 billion in guaranteed spending for all programs over the six years of the ACT, 2004 through 2009. Approximately 75% is for highway and safety programs, 18.5% for transit, and 6% for additional safety and other programs. By 2009, each state should receive at least 92 cents annually for each \$1 of federal transportation taxes and fees contributed. Washington State should average about 92.3 cents return on the dollar. Washington State is estimated to receive \$3.5 billion from 2004 through 2009.

High Priority Funding (Demo): The High Priority Projects Program provides designated funding for specific projects identified in SAFETEA-LU. SAFETEA-LU allocates \$24 billion, amounting to 8.5% of the total bill, to about 6,300 earmarked projects identified by Congress. Under SAFETEA-LU the High Priority funding is set at \$14.8 billion nationwide for years 2005-2009. Congress earmarked \$25.5 million for 9 projects in the Clark County region. These funds generally require a 20% local match.

Interstate Maintenance (IM): The Interstate Maintenance (IM) program provides funding for resurfacing, restoring, rehabilitating, and reconstructing (4R) most routes on the Interstate System. The State selects projects for funding. The costs are shared approximately 90.66% Federal and 9.34% State match. Under SAFETEA-LU the IM Program funding is set at \$25.2 billion nationwide for years 2005-2009.

National Highway System (NHS): The National Highway System consists of major roads in the U.S. including the interstate system, other routes identified for their strategic defense characteristics, routes providing access to major ports, airports, public transportation and intermodal transportation facilities, and selected principal arterials. Funding in this category may be used for a wide variety of projects. The State selects projects for funding. For non-interstate projects, the costs are shared approximately 86.5% Federal and 13.5% local match. For interstate projects, the costs are shared approximately 90.66% Federal and 9.34% State match. Under SAFETEA-LU the NHS Program funding is set at \$30.5 billion nationwide for years 2005-2009.

Surface Transportation Program (STP): Block grant type funding program for use by states and localities for functionally classified roads above urban local or rural minor collector. Under SAFETEA-LU, 50% of the State's STP funding is allocated to areas based on population threshold, 10% for transportation enhancement. Unless otherwise noted, for non-interstate projects, the costs are shared approximately 86.5% Federal and 13.5% local match. For interstate projects, the costs are shared approximately 90.66% Federal and 9.34% State match. Under SAFETEA-LU the STP Program funding is set at \$32.5 billion nationwide for years 2005-2009. The following outlines the STP subprograms:

1. **Transportation Enhancement:** 10% of STP funds are set aside for transportation enhancement projects (bikeways, walkway, highway beautification, scenic or historic highways, etc.). The MPO selects projects. Allocation of funds is determined at the State level.
2. **STP-Urban:** Formula allocation to the Clark County Transportation Management Area based on the population of the Vancouver Urban Area. RTC (MPO) selects projects for funding.
3. **STP-Rural:** Formula allocation for projects outside the Urban Areas. RTC (MPO) selects projects for funding.
4. **STP-State:** Formula allocation to the Washington State Department of Transportation, for use on State highway projects. The State selects projects.

Highway Safety Improvement Program (HSIP): The program authorizes a new core Federal-aid funding program beginning in FY 2006 to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. This program replaces the 10% STP set aside. States are required to develop and implement a strategic highway safety plan and submit annual reports describing at least 5% of the State's most hazardous locations, progress in implementing projects and their effectiveness in reducing fatalities and injuries. Available programs include: 1) Railway/Highway Crossing, 2) Intersection and Corridor Safety, 3) Rural County Two-Lane Roadway. The costs are shared approximately 90% Federal and 10% local match, except that the Federal share is 100% for certain safety improvements. Under SAFETEA-LU the HSIP Program funding is set at \$5.1 billion nationwide for years 2006-2009.

Congestion Mitigation and Air Quality (CMAQ): The Congestion Mitigation and Air Quality Improvement Program (CMAQ) provides funding for projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide (CO), and particulate matter (PM-10, PM-2.5) which reduce transportation related emissions. The costs are shared approximately 86.5% Federal and 13.5% local match. SAFETEA-LU adds new requirements that States and MPOs give priority to diesel retrofits and other cost-effective emission reduction activities, and cost effective congestion mitigation activities that provide air quality benefits. Under SAFETEA-LU the CMAQ Program funding is set at \$8.6 billion nationwide for years 2005-2009.

Highway Bridge Replacement and Rehabilitation Program (HBRRP): The Highway Bridge Replacement and Rehabilitation Program provides funding to enable States to improve the condition of their highway bridges through replacement, rehabilitation, and systematic preventive maintenance. The Washington State Department of Transportation established the Bridge Replacement Advisory Committee (BRAC) to advise staff on the selection of bridge projects. The costs are shared approximately 80% Federal and 20% local match. Under SAFETEA-LU the HBRRP Program funding is set at \$21.6 billion nationwide for years 2005-2009.

Transportation, Community and System Preservation (TCSP): The TCSP Program is intended to address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve those relationships. Projects are selected at the federal level. The funds are 80% Federal and 20% local match. Under SAFETEA-LU the TCSP Program funding is set at \$270 million nationwide for years 2005-2009.

Federal Lands Highways: The Federal Lands Highways Program provides for transportation planning, research, engineering, and construction of highways, roads, and parkways and transit facilities that provide access to or within public lands, national parks, and Indian reservations. The Federal share is 100%. Projects are selected at the federal level. Under SAFETEA-LU the Federal Lands Highways Program funding is set at \$4.5 billion nationwide for years 2005-2009.

Intelligent Transportation System (ITS) Integration: Federal funds are available to accelerate the implementation of Intelligent Transportation System projects in metropolitan and rural areas. ITS funds are for improvement of transportation efficiency, promotion of safety, traffic flow increase, reduction of air pollutant emissions, improvement of traveler information, enhancement of alternative transportation modes, further development of existing Intelligent Transportation System projects and promotion of tourism. Federal ITS funds must not exceed 50% of the total project cost. Projects are selected at the federal level.

Safe Routes to School Program: To enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development, and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. The Federal share is 100%. The nationwide program provides \$612 million in funding for years 2005-2009.

Recreational Trails Program: The Recreational Trails Program provides funds to the States to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. The nationwide program provides \$370 million in funding for years 2005-2009.

Projects of National and Regional Significance (PNRS): The Projects of National and Regional Significance Program provides funding for high cost projects of national or regional importance. Projects are selected at the federal level. The funds are 80% Federal and 20% local match. The nationwide program provides \$1.8 billion in funding for years 2005-2009.

National Corridor Infrastructure Improvement Program: A discretionary program that provides funding for construction of highway projects in corridors of national significance to promote economic growth and international or interregional trade. Projects are selected at the federal level for funding. The funds are 80% Federal and 20% local match. The nationwide program provides \$1.9 billion in funding for years 2005-2009.

National Scenic Byways Program: The program recognizes roads having outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities and provides for designation of these roads as National Scenic Byways, All-American Roads, or America's Byways. Projects are prioritized at the State level and selected at the federal level. The funds are 80% Federal and 20% local match. The nationwide program provides \$175 million in funding for years 2005-2009.

Community Development Block Grant (CDBG): CDBG funds are administered by the Department of Housing and Urban Development (HUD). Funds can be used for public facilities, economic development, housing, and comprehensive projects which benefit low and moderate income households. Projects are selected by the county.

Job Access and Reverse Commute (JARC)/Section 5316: The two-fold purpose of this program is to develop transportation services designed to transport welfare recipients and low-income individuals to and from jobs, and to develop transportation services for residents of urban centers and rural and suburban areas to suburban employment opportunities. All projects funded under this program must be the result of a collaborative planning process that includes states and metropolitan planning organizations (MPOs). Federal JARC funds require a 50% match. Other federal funds can be used as a portion of the local match.

New Freedom/Section 5317: FTA Section 5317 New Freedom Program funds are directed to elderly and disabled transportation services that go beyond those required by the Americans with Disabilities Act (ADA). All projects funded under this program must be the result of a collaborative planning process that includes states and metropolitan planning organizations (MPOs). The match share is flexible to encourage coordination.

FTA Section 5208: Section 5208 funds are intended for integration and interoperability of an ITS system, and must be part of an approved plan. Projects are selected at the federal level. Federal Section 5208 funds require a 50% match.

FTA Section 5307: Section 5307 funds are apportioned by a formula and are available for both capital and operating assistance. The costs are shared approximately 80% Federal and 20% local match.

FTA Section 5309: Section 5309 funds provide capital assistance for transit projects. These are discretionary funds. These projects are eligible for 80% Federal participation with a 20% local match. Projects are selected at the federal level.

FTA Section 5310: Section 5310 funds are designed to provide mass transit services which meet the special needs of elderly and handicapped persons. Section 5310 specifically assists private, nonprofit organizations in obtaining equipment to provide service where transportation services for this group are unavailable, insufficient, or inappropriate for their use. The allocation formula is generally 80% Federal and 20% local funds.

FTA Section 5311: Section 5311 funds are provided to assist the operation of non-urban transportation service. Federal participation for operating costs is 50%, matched by 50% local funds. For capital acquisition, the Federal share is 80% with a 20% local match.

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:

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

Nickel & Partnership Projects: In 2003 the state legislature passed a nickel gas tax increase and in 2005 a 9.5 cent gas tax increase to fund the Transportation Partnership Account (TPA). These two programs will fund a specific list of projects and programs. The Clark County region received approximately \$500 million for specific projects.

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

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

1. **Urban Arterial Program (UAP):** Funding provided to improve safety and mobility along arterial streets in urban areas. The UAP program requires a minimum 20% local match.
2. **Urban Corridor Program (UCP):** Funding provided for arterial street improvements that are coordinated among governmental agencies and support economic development. The UCP program requires a minimum 20% local match.
3. **Sidewalk Program (SP):** Funding provided for pedestrian projects that enhance and promote pedestrian safety and mobility. There is both an urban and small city sidewalk Program. The Urban program requires a minimum 20% local match, while the Small City program generally requires a 5% match.
4. **Small City Arterial Program (SCAP):** Funding provided to preserve and improve the arterial roadway system for cities under 5,000 population. A local match of 5% or greater is required; a jurisdiction with a population under 500 needs 0% local match.
5. **Small City Pavement Preservation Program (SCPPP):** Provides funding for rehabilitation and maintenance of the small city roadway system.
6. **Federal Match:** Funding provided to meet the local match of some federally funded projects in small cities (population under 5,000). The program provides match for federal Bridge, TEA-21, and FEMA projects. The match varies by program between 12.5% and 20%. The Transportation Improvement Board funds are made available following approval of federal funds.
7. **Road Transfer Program (RTP):** Funding provided to offset extraordinary costs associated with the transfer of state highways to cities. No match required.

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

1. **Rural Arterial Program (RAP):** This is a state fund for financing arterial road improvements in rural areas. Projects are rated by five criteria: (1) structural ability to carry loads; (2) capacity to move traffic at reasonable speeds; (3) adequacy of

alignment and related geometrics; (4) accident experience; and (5) fatal accident experience. Projects are selected by the County Road Administration Board. The costs are shared 80% State and 20% local match.

2. **County Arterial Preservation Program (CAPP):** Funding is provided for the preservation of existing paved county arterials. Funding is provided to counties as direct allocation based on paved arterial lane miles by the County Road Administration Board.

Community Economic Revitalization Board (CERB): CERB was established by the legislature to make loans and/or grants for public facilities, including roads, which will stimulate investment and job opportunities, reduce unemployment, and foster economic development. The Community Economic Revitalization Board selects projects.

Public Works Trust Fund (PWTF): The Public Works Board was created by the legislature to meet public works needs to sustain livable communities and selects projects for the Public Works Trust Fund. The Public Works Trust Fund provides low interest loans to local governments for infrastructure improvements and is funded by utility taxes. These loans have a 4-year term for pre-construction and 20-years for construction with an interest rate of one-half percent.

LOCAL

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

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

Arterial Street Fund (ASF): This is the distribution of the state gasoline tax to cities and counties based on each jurisdiction's population.

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

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

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

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

Sales and Use Tax: C-TRAN's major revenue source is a 0.5% sales and use tax. A 0.3 percent sales tax that was approved in 1980 and an additional 0.2 was approved by voters in 2005. This sales and use tax is a portion of the sales and use tax charged within Clark County. The tax rate can be raised to as much as 0.9% with voter approval.

RCW 81.104 (High Capacity Transit Legislation): RCW 81.104 authorizes local jurisdictions to plan for and finance high capacity transportation systems through voter-approved tax options. Funding option include a employer tax, special motor vehicle excise tax, and sales and use tax.

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

FINANCIAL FEASIBILITY SUMMARY

The MTIP 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. A summary of financial feasibility is presented in the following table.

2012-2015 Financial Feasibility Summary

(Cost in Thousands of Dollars)

Funding Type	Year	Federal Allocation	Carry-Over Funds	Federal Revenue	Program Totals	Remaining Funds
Section 5307	2012	\$4,145	\$4,145	\$8,290	\$4,145	\$4,145
	2013	\$4,145	\$4,145	\$8,290	\$4,145	\$4,145
	2014	\$4,145	\$4,145	\$8,290	\$4,145	\$4,145
	2015	\$4,145	\$4,145	\$8,290	\$4,145	\$4,145
Section 5316 & Section 5317	2012	\$248	\$248	\$496	\$248	\$248
	2013	\$248	\$248	\$496	\$248	\$248
	2014	\$248	\$248	\$496	\$248	\$248
	2015	\$248	\$248	\$496	\$248	\$248
CMAQ	2012	\$2,100	\$2,822	\$4,922	\$4,164	\$759
	2013	\$2,100	\$759	\$2,859	\$2,055	\$804
	2014	\$2,100	\$804	\$2,904	\$1,699	\$1,205
	2015	\$2,100	\$1,205	\$3,305	\$0	\$3,305
STP Regional State Safety	2012	\$20,996	\$7,270	\$28,266	\$27,581	\$685
	2013	\$3,885	\$685	\$4,570	\$3,944	\$626
	2014	\$3,885	\$626	\$4,511	\$3,495	\$1,016
	2015	\$3,885	\$1,016	\$4,901	\$0	\$4,901
TE	2012	\$0	\$1,944	\$1,944	\$1,158	\$786
	2013	\$0	\$786	\$786	\$786	\$0
Discretionary	2012	\$0	\$8,373	\$8,373	\$8,373	\$0
IM	2012	\$192	\$0	\$192	\$192	\$0
	2013	\$9,187	\$0	\$9,187	\$9,187	\$0
NHS	2012	\$16,904	\$0	\$16,904	\$16,904	\$0
	2013	\$302	\$0	\$302	\$302	\$0
	2014	\$1,115	\$0	\$1,115	\$1,115	\$0
BR	2012		\$1,682	\$1,682	\$1,682	\$0
	2013	\$16,772	\$0	\$16,772	\$16,772	\$0

CHAPTER III

2012-2015 Funding Secured Projects

2012 Summary

9/23/2011

(Year of Expenditure Cost in Thousands of Dollars)

Funding Type	Priority	Agency	Project Description	Federal Funds	State Funds	Local Funds	Total Funds
Section 5307	1	C-TRAN	Preventative Maintenance	\$4,104		\$1,026	\$5,130
	2	C-TRAN	Transit Enhancements	\$41		\$10	\$51
	Section 5307 Program Totals			\$4,145	\$0	\$1,036	\$5,181
Section 5316	1	C-TRAN	Commuter Operating Assistance	\$152		\$152	\$304
	Section 5316 Program Totals			\$152	\$0	\$152	\$304
Section 5317	1	C-TRAN	ADA Expansion	\$96		\$96	\$192
	Section 5317 Program Totals			\$96	\$0	\$96	\$192
CMAQ	1	Clark County	TSMO Corridor Improvement-Phase 2 (CN)	\$450		\$70	\$520
	2	WSDOT	I-205 Traveler Information, Padden to 134th (PE)	\$53		\$46	\$98
	3	Clark County	78th Street Signal Optimization (CN)	\$650		\$135	\$785
	3	Vancouver	162nd Av. Fiber and Communications (PE)	\$44		\$7	\$51
	4	Clark County	Highway 99 Traffic Signal Optimization (CN)	\$1,254		\$200	\$1,454
	5	Vancouver	Downtown Vancouver TMA (PE)	\$200		\$31	\$231
	6	Clark County	Barberton Traffic Signal Optimization (PE)	\$95		\$15	\$110
	7	Clark County	Miovision (CN)	\$15		\$5	\$20
	7	RTC	VAST Coordination and Management (PE)	\$200		\$31	\$231
	8	Vancouver	Vancouver Bicycle Mobility Program II (PE)	\$103		\$16	\$119
	9	C-TRAN	Fisher's Landing Transit Center Expansion (PE)	\$800		\$200	\$1,000
	10	RTC	Congestion Management Process (PE)	\$300		\$47	\$347
CMAQ Program Totals			\$4,164	\$0	\$803	\$4,966	
STP-Region STP-Urban	1	Vancouver	NE 137th Avenue, 28th St. to 49th St. (CN) Widen to 2 lanes Urban Standard with roundabouts	\$1,700	\$3,225	\$6,375	\$11,300
	3	Clark County	NE 88th St., Hwy. 99 to St. Johns (CN) <i>Widen to 3 lanes, sidewalk, and bike lanes</i>	\$4,620	\$1,200	\$5,865	\$11,685
	4	Battle Ground	SE Grace Avenue, Rasmussen to Eaton Blvd. (RW) <i>Widen to 3 lanes, sidewalk, and bike lanes (CN)</i>	\$70			\$70
			\$1,930		\$3,070	\$5,000	

2012 Summary

9/23/2011

(Year of Expenditure Cost in Thousands of Dollars)

Funding Type	Priority	Agency	Project Description	Federal Funds	State Funds	Local Funds	Total Funds
STP Cont.	5	Camas	NW 38th Av/SE 20th St, Armstrong to 192nd (RW) Widen to 3 lanes, sidewalk, and bike lanes (CN)	\$350 \$1,450		\$100 \$1,150	\$450 \$2,600
	6	Clark County	NE 119th St./NE 50th Av. Intersection (PE)	\$200		\$347	\$547
	7	Washougal	Evergreen/32nd St. Intersection (PE)	\$150		\$23	\$173
	STP (Regional) Program Totals			\$10,470	\$4,425	\$16,930	\$31,825
TE	1	Vancouver	Evergreen Highway Trail (PE)	\$139			\$139
	2	Clark County	2010 School Sidewalk Project (CN)	\$165			\$165
	2	Clark County	2010 Sidewalk Enhancement Project (CN)	\$59			\$59
	3	Ridgefield	SR-501 Ridgefield Welcome Center (CN)	\$751			\$751
	4	Clark County	Chelatchie Prairie Railroad Trail (CN)	\$44			\$44
	Transportation Enhancement Totals			\$1,158	\$0	\$0	\$1,158
Discretionary	1	Vancouver	Mill Plain Blvd., SE 172nd Av. to 192nd Av. (CN)	\$1,069			\$1,069
	1	WSDOT	I-5/State Route 501 Interchange, Phase II (CN)	\$3,157		\$280	\$3,437
	1	Port Ridgefield	Pioneer Street Rail Overpass (CN)	\$2,277			\$2,277
	1	WSDOT	I-5/Columbia River Crossing/Vancouver-EIS (RW)	\$471			\$471
	1	C-TRAN	South Lot Paving Project (CN)	\$1,399		\$350	\$1,749
	Discretionary Totals			\$8,373	\$0	\$630	\$9,003
STP-Safety	1	Clark County	Safety Improvements: Intersection & Guardrail (CN)	\$1,368			\$1,368
	STP-Safety Totals			\$1,368	\$0	\$0	\$1,368
STP-State	1	WSDOT	I-5/Columbia River Crossing/Vancouver-EIS (RW)	\$15,743		\$3,655	\$19,398
	STP-State Program Totals			\$15,743	\$0	\$3,655	\$19,398
IM	1	WSDOT	I-205/SR-14 to 4th Plain Rd. Vic. (PE) Concrete Pavement Rehab. And Safety	\$192		\$8	\$200
	IM Program Totals			\$192	\$0	\$8	\$200

2012 Summary

9/23/2011

(Year of Expenditure Cost in Thousands of Dollars)

NHS	1	WSDOT	I-5/Columbia River Crossing/Vancouver-EIS (RW)	\$16,679			\$16,679	
	1	WSDOT	SR-503/4th Plain to 119th St.- <i>Median Curb</i> (PE)	\$101		\$6	\$107	
	1	WSDOT	I-5/NE 179th St. to Koontz Vic. (PE)	\$20		\$1	\$21	
				<i>Rumble Strips</i> (CN)	\$104		\$3	\$107
NHS Program Totals				\$16,904	\$0	\$10	\$16,914	
BR	1	Clark County	Cougar Creek Bridge (CN)	\$624		\$156	\$780	
	1	Clark County	Daybreak Bridge (CN)	\$247		\$5	\$252	
	1	Clark County	Dayton Bridge (CN)	\$278		\$70	\$348	
	1	Clark County	Pleasant Valley Bridge-Scour (CN)	\$375		\$5	\$380	
	1	Clark County	Pleasant Valley Bridge-Seismic (CN)	\$50			\$50	
	1	Clark County	JC Ward Bridge (CN)	\$106			\$106	
	BR Program Totals				\$1,682	\$0	\$236	\$1,917
WSDOT	1	WSDOT	I-5/134th St. - <i>Rebuild Interchange</i> (CN)			\$61,042	\$61,042	
	1	WSDOT	SR-502/I-5 to Battle Ground- <i>Add Lanes</i> (CN)			\$45,633	\$45,633	
	1	WSDOT	SR-503/Gabriel Road-Safety (RW)			\$30	\$30	
				<i>Safety Improvements of Intersection</i> (CN)			\$300	\$300
	1	WSDOT	SR-503/SR-500 to Battle Ground- <i>Inlay</i> (PE)			\$346	\$346	
	1	WSDOT	SR-14/Clark Co. Line to Prindle Rd.- <i>Pave</i> (CN)			\$131	\$131	
WSDOT Program Totals				\$0	\$0	\$107,482	\$107,482	

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

2013 Summary

9/23/2011

(Year of Expenditure Cost in Thousands of Dollars)

Funding Type	Priority	Agency	Project Description	Federal Funds	State Funds	Local Funds	Total Funds	
Section 5307	1	C-TRAN	Preventative Maintenance	\$4,104		\$1,026	\$5,130	
	2	C-TRAN	Transit Enhancement	\$41		\$10	\$51	
	Section 5307 Program Totals			\$4,145	\$0	\$1,036	\$5,181	
Section 5316	1	C-TRAN	Commuter Operating Assistance	\$152		\$152	\$304	
	Section 5316 Program Totals			\$152	\$0	\$152	\$304	
Section 5317	1	C-TRAN	ADA Expansion	\$96		\$96	\$192	
	Section 5317 Program Totals			\$96	\$0	\$96	\$192	
CMAQ	1	WSDOT	I-205 Traveler Information, Padden to 134th (CN)	\$630		\$572	\$1,202	
	2	WSDOT	SR-503 Traveler Information, Incident Mgt. (PE)	\$60		\$20	\$80	
	2	Vancouver	162nd Av. Fiber and Communications (CN)	\$282		\$44	\$326	
	3	Clark County	Barberton Traffic Signal Optimization (CN)	\$632		\$99	\$731	
	4	WSDOT	SR-14 Traveler Information (PE)	\$73		\$27	\$100	
	4	Clark County	Hazel Dell-Felida Traffic Signal Optimization (PE) (CN)	\$64 \$314		\$15 \$75	\$79 \$389	
	CMAQ Program Totals			\$2,055	\$0	\$852	\$2,907	
STP-Region STP-Urban	1	Vancouver	SE 1st Street, 162nd Av. to 192nd Av. <i>Widen to 3/5 lanes, sidewalk, and bike lanes</i>	\$1,000		\$156	\$1,156	
	2	Clark County	NE 119th Street, 72nd Av to 87th Av-Phase 1 (CN) <i>Widen to 5-lanes, with center turn lane</i>	\$2,000		\$9,400	\$11,400	
	3	Washougal	Evergreen/32nd St. Intersection (RW)	\$55		\$10	\$65	
	STP-Rural	1	Clark County	Timmen Road, La Center Rd. to NE 279th St. (CN) <i>Safety Improvements-widen, overlay, guardrail</i>	\$889		\$456	\$1,345
		STP (Regional) Program Totals			\$3,944	\$0	\$10,022	\$13,966
TE	1	Vancouver	Evergreen Highway Trail (RW)	\$125			\$125	
	1	Vancouver	Evergreen Highway Trail (CN)	\$661			\$661	
	Transportation Enhancement Totals			\$786	\$0	\$0	\$786	

2013 Summary

9/23/2011

(Year of Expenditure Cost in Thousands of Dollars)

Funding Type	Priority	Agency	Project Description	Federal Funds	State Funds	Local Funds	Total Funds
TE	TE Program Totals			\$0	\$0	\$0	\$0
Discretionary	Discretionary Program Totals			\$0	\$0	\$0	\$0
STP-State	STP-State Program Totals			\$0	\$0	\$0	\$0
IM	1	WSDOT	I-205/SR-14 to 4th Plain Rd. Vic. (CN) <i>Concrete Pavement Rehab. And Safety</i>	\$9,187		\$187	\$9,374
	IM Program Totals			\$9,187	\$0	\$187	\$9,374
NHS	1	WSDOT	SR-503/4th Plain to 119th St.- <i>Median Curb</i> (CN)	\$302		\$6	\$309
	NHS Program Totals			\$302	\$0	\$6	\$309
BR	1	WSDOT	I-5/North Fork Lewis Rv Bridge NB- <i>Painting</i> (CN)	\$7,209		\$149	\$7,358
	1	WSDOT	I-5/North Fork Lewis Rv Bridge SB- <i>Painting</i> (CN)	\$9,563		\$195	\$9,758
	BR Program Totals			\$16,772	\$0	\$344	\$17,116

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

2014 Summary

9/23/2011

(Year of Expenditure Cost in Thousands of Dollars)

Funding Type	Priority	Agency	Project Description	Federal Funds	State Funds	Local Funds	Total Funds
Section 5307	1	C-TRAN	Preventative Maintenance	\$4,104		\$1,026	\$5,130
	2	C-TRAN	Transit Enhancement	\$41		\$10	\$51
	Section 5307 Program Totals			\$4,145	\$0	\$1,036	\$5,181
Section 5316	1	C-TRAN	Commuter Operating Assistance	\$152		\$152	\$304
	Section 5316 Program Totals			\$152	\$0	\$152	\$304
Section 5317	1	C-TRAN	ADA Expansion	\$96		\$96	\$192
	Section 5317 Program Totals			\$96	\$0	\$96	\$192
CMAQ	1	WSDOT	SR-503 Traveler Information, Incident Mgt. (CN)	\$699		\$221	\$920
	2	WSDOT	SR-14 Traveler Information (CN)	\$606		\$219	\$825
	3	Vancouver	Vancouver Bicycle Mobility Program II (CN)	\$394		\$89	\$483
	CMAQ Program Totals			\$1,699	\$0	\$529	\$2,228
STP-Region STP-Urban	1	Clark County	NE 10th Avenue, 141st St. to 149th St. (CN) <i>Widen to 3 lanes, sidewalk, and bike lanes</i>	\$970		\$2,230	\$3,200
	2	Clark County	NE 119th St./NE 50th Av. Intersection (CN)	\$800		\$2,266	\$3,066
	3	Clark County	Highway 99 Corridor Imp, 99th St. to 129th St. (PE) <i>Improve to Urban Standards</i>	\$1,000		\$894	\$1,894
	4	Washougal	Evergreen/32nd St. Intersection (CN)	\$725		\$545	\$1,270
	STP (Regional) Program Totals			\$3,495	\$0	\$5,935	\$9,430
TE	Transportation Enhancement Totals			\$0	\$0	\$0	\$0
Discretionary	Discretionary Totals			\$0	\$0	\$0	\$0
STP-State	STP-State Program Totals			\$0	\$0	\$0	\$0
IM	IM Program Totals			\$0	\$0	\$0	\$0
NHS	1	WSDOT	SR-503/4th Plain to 119th St.-Median Curb (PE)	\$61		\$4	\$65
			<i>Median Curb</i> (CN)	\$1,054		\$22	\$1,075
	NHS Program Totals			\$1,115	\$0	\$25	\$1,140

2014 Summary

9/23/2011

(Year of Expenditure Cost in Thousands of Dollars)

BR	BR Program Totals			\$0	\$0	\$0	\$0
WSDOT	1	WSDOT	I-205/Mill Plain to 18th St Interchange-Stage 2 (CN)			\$83,508	\$83,508
	1	WSDOT	SR-503/SR-500 to Battle Ground-Inlay (CN)			\$5,114	\$5,114
	WSDOT Program Totals			\$0	\$0	\$88,622	\$88,622

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

2015 Summary

9/23/2011

(Year of Expenditure Cost in Thousands of Dollars)

Funding Type	Priority	Agency	Project Description	Federal Funds	State Funds	Local Funds	Total Funds
Section 5307	1	C-TRAN	Preventative Maintenance	\$4,104		\$1,026	\$5,130
	2	C-TRAN	Transit Enhancements	\$41		\$10	\$51
	Section 5307 Program Totals			\$4,145	\$0	\$1,036	\$5,181
Section 5316	1	C-TRAN	Commuter Operating Assistance	\$152		\$152	\$304
	Section 5316 Program Totals			\$152	\$0	\$152	\$304
Section 5317	1	C-TRAN	ADA Expansion	\$96		\$96	\$192
	Section 5317 Program Totals			\$96	\$0	\$96	\$192
CMAQ	CMAQ Program Totals			\$0	\$0	\$0	\$0
STP-Region	STP (Regional) Program Totals			\$0	\$0	\$0	\$0
TE	Transportation Enhancement Totals			\$0	\$0	\$0	\$0
Discretionary	Discretionary Totals			\$0	\$0	\$0	\$0
STP-State	STP-State Program Totals			\$0	\$0	\$0	\$0
IM	IM Program Totals			\$0	\$0	\$0	\$0
NHS	NHS Program Totals			\$0	\$0	\$0	\$0

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

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

County: Clark

Agency: Battle Ground

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
16	J065(002)		BG11-02	03	0.600	CE	Yes	SE Rasmussen Boulevard	SE Eaton Boulevard	5,388,000	

SE Grace Avenue Phase 1 Improvements

Project will widen Grace to 3 lanes, add sidewalk, bike lanes, landscaping, and street lights. Improvements to the water and sewer infrastructure will also occur. Prior obligation of \$318,000.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2012	STP(U)	70,000		0	0	70,000
CN	2012	STP(U)	1,930,000		0	3,070,000	5,000,000
Project Totals			2,000,000		0	3,070,000	5,070,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	70,000	0	0	0	0
CN	0	5,000,000	0	0	0
Totals	70,000	5,000,000	0	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Battle Ground	2,000,000	0	3,070,000	5,070,000

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

County:

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			No			768,000	

ADA Expansion

Provide additional ADA services, such as client travel training.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
ALL	2012		5317	96,000		0	96,000	192,000
ALL	2013		5317	96,000		0	96,000	192,000
ALL	2014		5317	96,000		0	96,000	192,000
ALL	2015		5317	96,000		0	96,000	192,000
Project Totals				384,000		0	384,000	768,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	192,000	192,000	192,000	192,000	0
Totals	192,000	192,000	192,000	192,000	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

County:

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-02800	23			No			1,216,000	

Commuter Operating Assistance

Provide job access to workers with limited mobility.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
ALL	2012		5316	152,000		0	152,000	304,000
ALL	2013		5316	152,000		0	152,000	304,000
ALL	2014		5316	152,000		0	152,000	304,000
ALL	2015		5316	152,000		0	152,000	304,000
Project Totals				608,000		0	608,000	1,216,000

Expenditure Schedule

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

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

County:

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-02802	23			No			1,000,000	

Fisher's Landing Transit Center Expansion (PE)

Design undeveloped portion of park and ride lot for future expansion.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2012	CMAQ	800,000		0	200,000	1,000,000
Project Totals			800,000		0	200,000	1,000,000

Expenditure Schedule

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

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

County:

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			No			20,520,000	

Preventative Maintenance

For maintenance of transit assets.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
ALL	2012		5307	4,104,000		0	1,026,000	5,130,000
ALL	2013		5307	4,104,000		0	1,026,000	5,130,000
ALL	2014		5307	4,104,000		0	1,026,000	5,130,000
ALL	2015		5307	4,104,000		0	1,026,000	5,130,000
Project Totals				16,416,000		0	4,104,000	20,520,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	5,130,000	5,130,000	5,130,000	5,130,000	0
Totals	5,130,000	5,130,000	5,130,000	5,130,000	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

County:

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-02804	23			No			1,749,000	

South Lot Paving Project

Develop unused property to expand bus parking and maintenance utilization.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
ALL	2012		5309(Bus)	1,399,200		0	349,800	1,749,000
Project Totals				1,399,200		0	349,800	1,749,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	1,749,000	0	0	0	0
Totals	1,749,000	0	0	0	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

County:

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-02799	23			No			205,000	

Transit Enhancements

Projects that enhance transit service, use and physically or functionally related to transit facilities.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
ALL	2012		5307	41,000		0	10,250	51,250
ALL	2013		5307	41,000		0	10,250	51,250
ALL	2014		5307	41,000		0	10,250	51,250
ALL	2015		5307	41,000		0	10,250	51,250
Project Totals				164,000		0	41,000	205,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	51,250	51,250	51,250	51,250	0
Totals	51,250	51,250	51,250	51,250	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for C-TRAN	19,771,200	0	5,686,800	25,458,000

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

County: Clark

Agency: Camas

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
16			01-2012	01	0.590		Yes	SE Armstrong Street	500' East of 192nd Avenue	3,370,000	

NW 38th Avenue/SE 20th Street

Improve to urban road standards with three lanes, bike lanes, sidewalks, storm system, illumination, and utilities. \$300,000 spent in 2011 for PE.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2012			0		0	20,000	20,000
RW	2012		STP(U)	350,000		0	100,000	450,000
CN	2012		STP(U)	1,450,000		0	1,150,000	2,600,000
Project Totals				1,800,000		0	1,270,000	3,070,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	20,000	0	0	0	0
RW	450,000	0	0	0	0
CN	0	2,000,000	500,000	0	0
Totals	470,000	2,000,000	500,000	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Camas	1,800,000	0	1,270,000	3,070,000

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
17	2006(060)		WA-02767	28	0.200	CE	Yes	NE 72nd Avenue	NE 172nd Avenue	310,000	

2010 School Sidewalk Projects

Construct concrete sidewalk on east side of NE 72nd Avenue between 58th Street and 59th Street. Construct concrete sidewalk on east side of NE 172nd Avenue from NE 23rd Street to 100 feet south of NE 26th Way. Previous obligation of \$145,000.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2012	STP(E)	165,000		0	0	165,000
Project Totals			165,000		0	0	165,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	165,000	0	0	0	0
Totals	165,000	0	0	0	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
17	2006(059)		WA-02813	28	0.120	CE	No	NE 94th Street	NE 72nd Ave	305,000	

2010 Sidewalk Enhancement Project

Construct concrete curb and sidewalk along northside of 94th Street, NW 1st Avenue to Hazel Dell Avenue and 150 north along NW 1st Avenue. Fill gap of sidewalk along the west side of 72nd Avenue from 100 feet south to 250 feet north of 65th Street. Previous Obligation \$246,000.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2012	STP(E)	59,000		0	0	59,000
Project Totals			59,000		0	0	59,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	59,000	0	0	0	0
Totals	59,000	0	0	0	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14	4392(015)		WA-02755	44	2.200	CE	No	Hazel Dell Avenue	St. Johns Road	850,000	

78th Street Signal Optimization Project

Signal hardware, interconnection and coordination of signal operation along corridor. Repair/upgrades to traffic detection. Addition of video cameras and permanent count stations at key locations. Connection of signal equipment to central county monitoring center. Previous obligation of \$65,000.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2012	CMAQ	650,000		0	135,000	785,000
Project Totals			650,000		0	135,000	785,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	785,000	0	0	0	0
Totals	785,000	0	0	0	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14			WA-02758	44	3.060		No	NE 199th Street	NE 88th Street	846,000	

Barberton Traffic Signal Optimization

Signal hardware, interconnection and coordination of signal operation along corridor. Repair/upgrades to traffic detection. Addition of video cameras and permanent count stations at key locations. Connection of signal equipment to central county monitoring center.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2012	CMAQ	95,000		0	15,000	110,000
RW	2012		0		0	5,000	5,000
CN	2013	CMAQ	632,000		0	99,000	731,000
Project Totals			727,000		0	119,000	846,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	110,000	0	0	0	0
RW	5,000	0	0	0	0
CN	0	731,000	0	0	0
Totals	115,000	731,000	0	0	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

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	2006(047)		WA-02786	44	2.600	CE	No	Fairgrounds Park	Battle Ground Lake State Park	2,920,000	

Chelatchie Prairie Railroad Trail

Construct second phase of approximately 2.6 miles of shared use trail from Battle Ground Lake State Park to Fairgrounds Park. The majority of the trail will be paved or consist of soft and/or hard surface material for better accessibility. The work will also include stormwater control and treatment. Previously obligated \$2,876,000.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2012	STP(E)	44,000		0	0	44,000
Project Totals			44,000		0	0	44,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	0	44,000	0	0
Totals	0	0	44,000	0	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

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	000S(255)		WA-02791	44		CE	No			1,804,000	

Clark County Safety Improvements: Intersection and Guardrail

Clark County will make safety improvements along rural and urban corridors for run-off road crashes, and intersection improvements at several intersections. Safety improvements will include signal improvements and guardrail. Previous obligation of \$436,000.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2012	STP(S)	1,368,000		0	0	1,368,000
Project Totals			1,368,000		0	0	1,368,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,368,000	0	0	0	0
Totals	1,368,000	0	0	0	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
07	0064(001)		WA-02785	11	0.010	CE	No	NE Washougal River Road		1,050,000	

Cougar Creek Bridge

This project will replace the Cougar Creek Bridge #1409. Previous obligation of \$270,000.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2012		BR	624,000		0	156,000	780,000
Project Totals				624,000		0	156,000	780,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	624,000	0	0	0	0
Totals	624,000	0	0	0	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
07	F067(005)		WA-02769	14	0.020	CE	Yes	Hyatt Road	Hyatt Road	389,800	

Daybreak Bridge

Daybreak bridge will undergo seismic retrofits and necessary mitigation. Previous Obligation of \$137,500.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2012		BR	247,300		0	5,000	252,300
Project Totals				247,300		0	5,000	252,300

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	252,300	0	0	0	0
Totals	252,300	0	0	0	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

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.
08	A082(001)		WA-02770	14	0.010	CE	Yes			512,040	

Dayton Bridge

Rehabilitate Dayton Bridge and repair scour damage. Previous obligation of \$164,000.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2012		BR	278,432		0	69,608	348,040
Project Totals				278,432		0	69,608	348,040

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	348,040	0	0	0	0
Totals	348,040	0	0	0	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14			WA-02757	44	2.790		No	NW Lakeshore Ave	NE Hazel Dell Ave	473,000	

Hazel Dell-Felida Traffic Signal Optimization

Signal hardware, interconnection and coordination of signal operation along corridor. Repair/upgrades to traffic detection. Addition of video cameras and permanent count stations at key locations. Connection of signal equipment to central county monitoring center.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2013	CMAQ	64,000		0	15,400	79,400
RW	2013		0		0	5,000	5,000
CN	2013	CMAQ	314,000		0	74,600	388,600
Project Totals			378,000		0	95,000	473,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	79,400	0	0	0	0
RW	5,000	0	0	0	0
CN	0	388,600	0	0	0
Totals	84,400	388,600	0	0	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14			WA-02792	03	1.600	CE	Yes	NE 99th Street	NE 129th Street	20,830,000	

Highway 99 Corridor Improvements

This project will improve Highway 99 to a 4-lane principal arterial standard with raised medians and/or center turn lanes, bike lanes, sidewalks, and signal upgrades. This project will complete a corridor study to determine the best breaks in phasing the construction of Highway 99. It is likely that the high expense of this project will determine construction phasing. Future obligation of \$18,936,000.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2014	STP(U)	1,000,000		0	894,000	1,894,000
Project Totals			1,000,000		0	894,000	1,894,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	1,200,000	694,000	0
Totals	0	0	1,200,000	694,000	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14	0099(116)		WA-02764	44	3.200	CE	No	Ross Rd.	NE 117th Street	1,576,000	

Highway 99 Traffic Signal Optimization

Signal hardware, interconnection and coordination of signal operation along corridor. Repair/upgrades to traffic detection. Addition of video cameras and permanent count stations at key locations. Connection of signal equipment to central county monitoring center. Previous obligation of \$122,000.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2012	CMAQ	1,254,000		0	200,000	1,454,000
Project Totals			1,254,000		0	200,000	1,454,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,454,000	0	0	0	0
Totals	1,454,000	0	0	0	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
07	9113(001)		WA-02815	14		CE	No	NE 182nd Avenue		658,000	

JC Ward Bridge #212

JC Ward Bridge will undergo seismic retrofits, scour, and mitigation. Previous Obligation of \$551,608.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2012		BR	106,392		0	0	106,392
Project Totals				106,392		0	0	106,392

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	106,392	0	0	0	0
Totals	106,392	0	0	0	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

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-02756	44	0.000	CE	No	Various	Various	20,000	

Miovision Data Collection

Traffic detection, traffic count equipment and data processing.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
ALL	2012	CMAQ	15,000		0	5,000	20,000
Project Totals			15,000		0	5,000	20,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	20,000	0	0	0	0
Totals	20,000	0	0	0	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
17	4201(001)		WA-02782	03	0.500	CE	Yes	NE 141st Street	NE 149th Street	4,050,000	

NE 10th Avenue

Widen to 2-lane collector standard with center turn lane, bike lanes, sidewalks, and shoulders. Previous obligation of \$850,000.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2014		STP(U)	970,000		0	2,230,000	3,200,000
Project Totals				970,000		0	2,230,000	3,200,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,500,000	1,700,000	0	0	0
Totals	1,500,000	1,700,000	0	0	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
16	4430(003)		WA-02810	03	1.230	CE	Yes	NE 72nd Avenue	NE 87th Street	24,129,000	

NE 119th Street

Construct first phase improvement to a minor arterial with center turn lane/median, bike lanes, and sidewalks. The project will extend improvements approximately 1400 feet south on NE 72nd Avenue from NE 119th Street and approximately 1200 feet to the west on NE 119th street from NE 72nd Avenue. The project will transition to existing NE 119th Street road section west of Curtin Creek until phase two is financially feasible to construct the Curtin Creek to NE 87th Avenue section to complete the arterial improvements. Previous obligation of \$4,700,000. Future obligation of \$8,029,000.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2013		STP(U)	2,000,000		0	9,400,000	11,400,000
Project Totals				2,000,000		0	9,400,000	11,400,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	11,400,000	0	0	0
Totals	0	11,400,000	0	0	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
16			WA-02787	03	0.020	CE	Yes	NE 50th Avenue		5,113,000	

NE 119th Street/NE 50th Avenue Intersection

Widen, signalize, and add turn lanes at the intersection of NE 119th Street at NE 50th Avenue. The widening will need to continue for several hundred feet east and west on NE 119th Street, and north and south on NE 50th Avenue, then tapering back in to existing roadways. The steep hill on NE 119th east of NE 50th Avenue will be shaved down. This project could potentially install the ultimate stormwater systems (providing capacity for the future build out of NE 119th Street).

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2012	STP(U)	200,000		0	347,000	547,000
RW	2012		0		0	1,500,000	1,500,000
CN	2014	STP(U)	800,000		0	2,266,000	3,066,000
Project Totals			1,000,000		0	4,113,000	5,113,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	547,000	0	0	0	0
RW	1,500,000	0	0	0	0
CN	0	3,066,000	0	0	0
Totals	2,047,000	3,066,000	0	0	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
17	4204(003)		WA-02761	03	1.710	CE	Yes	NE Highway 99	NE St. Johns Road	17,241,000	

NE 88th Street (West)

Improve to 2-lane collector with center turn lane, bike lanes, and sidewalks. Previous obligation of \$5,556,000.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2012		STP(U)	4,620,000	TIB	1,200,000	5,865,000	11,685,000
Project Totals				4,620,000		1,200,000	5,865,000	11,685,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	8,369,000	3,316,000	0	0	0
Totals	8,369,000	3,316,000	0	0	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
17	4037(002)		WA-02771	14	0.020	CE	No			455,000	

Pleasant Valley Bridge-Scour

Pleasant Valley Bridge will undergo scour work and necessary mitigation. Previous obligation of \$75,000.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2012		BR	375,000		0	5,000	380,000
Project Totals				375,000		0	5,000	380,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	380,000	0	0	0	0
Totals	380,000	0	0	0	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
17	4307(001)		WA-02816	14		CE	No	NE 50th Avenue and Salmon Cr. Ave.		562,000	

Pleasant Valley Bridge-Seismic

Pleasant Valley Bridge will undergo seismic retrofits. Previous obligation of \$511,513.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2012	BR	50,487		0	0	50,487
Project Totals			50,487		0	0	50,487

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	50,487	0	0	0	0
Totals	50,487	0	0	0	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

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	DO61(003)		WA-02809	21	2.300	CE	No	La Center Road	NE 279th Street	1,435,000	

Timmen Road

This project will improve safety along Timmen Road including: Widening and overlay of Timmen Road, adding reflective delineators, using breakaway sign posts, and adding turn lanes at La Center Road/NE Timmen Road intersection. Previous obligation of \$90,000.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2013	STP(R)	889,000		0	456,000	1,345,000
Project Totals			889,000		0	456,000	1,345,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	1,345,000	0	0	0
Totals	0	1,345,000	0	0	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

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-02766	44		CE	No			520,000	

TSMO Corridor Improvement -Phase 2

Construct corridor operations improvements, in the priority corridor as identified in the regional TSMO Plan. Vancouver Advanced Traffic Management project was phase 1.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2012	CMAQ	450,000		0	70,000	520,000
Project Totals			450,000		0	70,000	520,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	520,000	0	0	0	0
Totals	520,000	0	0	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Clark Co.	17,270,611	1,200,000	23,817,608	42,288,219

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

County: Clark

Agency: Port of 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.
07			WA-02739	22			No			14,745,250	

Pioneer Street Railroad Overpass

Construction of a vehicle/pedestrian overpass over the BNSF Railway (BNSF) north-south mainline in the City of Ridgefield, and removal of two existing grade crossings. Major work elements will be overcrossing structure, retaining walls, new roadway, curbs and sidewalks, illumination, traffic signal and storm sewers. Previous obligated funds \$3.06 million. and \$9.42 will be programmed in future.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2012	Discretionary	2,277,000		0	0	2,277,000
Project Totals			2,277,000		0	0	2,277,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	2,270,000	0	0	0	0
Totals	2,270,000	0	0	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Port of Ridgefield	2,277,000	0	0	2,277,000

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

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.
07			Ridge 3	31	0.000	CE	No			846,500	

SR 501 Ridgefield Welcome Center

Construct a Welcome Center with scenic viewpoint of the Ridgefield National Wildlife refuge at the west terminus of SR 501 in downtown Ridgefield. Prior obligation of \$95,500.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2012	STP(E)	751,000		0	0	751,000
Project Totals			751,000		0	0	751,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	751,000	0	0	0	0
Totals	751,000	0	0	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Ridgefield	751,000	0	0	751,000

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

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-02735	18			No			346,821	

Congestion Management Process

Data collection, analysis, and reporting for the Congestion Management Process.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2012		CMAQ	300,000		0	46,821	346,821
Project Totals				300,000		0	46,821	346,821

Expenditure Schedule

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

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

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-02738	18			No			231,214	

VAST Coordination and Management

Coordination and management of the Vancouver Area Smart Trek (VAST) program.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2012	CMAQ	200,000		0	31,214	231,214
Project Totals			200,000		0	31,214	231,214

Expenditure Schedule

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

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for RTC	500,000	0	78,035	578,035

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

County: Clark

Agency: Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14			WA-02749	24	0.800	CE	No	Poplar Street	NE Fourth Plain Boulevard	377,300	

162nd Avenue Fiber and Communications Project
Installation of fiber and communications hardware.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2012		CMAQ	44,000		0	7,000	51,000
CN	2013		CMAQ	282,000		0	44,300	326,300
Project Totals				326,000		0	51,300	377,300

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	51,000	0	0	0	0
CN	0	326,300	0	0	0
Totals	51,000	326,300	0	0	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

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.
00			WA-02793	44		CE	No			231,000	

Downtown Vancouver TMA

Commute Trip Reduction programs in downtown Vancouver.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2012	CMAQ	200,000		0	31,000	231,000
Project Totals			200,000		0	31,000	231,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	20,000	60,000	60,000	60,000	31,000
Totals	20,000	60,000	60,000	60,000	31,000

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

County: Clark

Agency: Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14			WA-02796	28	0.870	EA	Yes	SE Ellsworth Road	Weber Arboretum	925,000	

Evergreen Highway Trail

Build pedestrian facility along Evergreen Highway.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2012		STP(E)	139,000		0	0	139,000
RW	2013		STP(E)	125,000		0	0	125,000
CN	2013		STP(E)	661,000		0	0	661,000
Project Totals				925,000		0	0	925,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	139,000	0	0	0	0
RW	125,000	0	0	0	0
CN	0	661,000	0	0	0
Totals	264,000	661,000	0	0	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

County: Clark

Agency: Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14			WA-02797	01		DCE	No	SE 172nd Ave	SE 192nd Ave	1,069,000	

Mill Plain Blvd, SE 172nd Ave to SE 192nd Ave

Build a principal arterial roadway with 4 thru lanes, center turn lane/median, bicycle lanes, and sidewalks.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2012	Discretionary	1,069,000		0	0	1,069,000
Project Totals			1,069,000		0	0	1,069,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,069,000	0	0	0	0
Totals	1,069,000	0	0	0	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

County: Clark

Agency: Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
16	4421(003)		WA-02795	03	0.980	DCE	No	NE 28th Street	NE 49th Street	14,973,250	

NE 137th Avenue, 28th Street to 49th Street

Upgrade roadway to include two thru lanes, center turn lane, bike lanes, and sidewalks. Previous funds obligated for project were \$3,673,250 for design and ROW. Construction costs to be \$11,300,000.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2012	STP(U)	1,700,000	TIB	3,225,000	6,375,000	11,300,000
Project Totals			1,700,000		3,225,000	6,375,000	11,300,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,700,000	0	0	0	0
Totals	1,700,000	0	0	0	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

County: Clark

Agency: Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
16	4266(002)		WA-02750	03	1.400	DCE	Yes	162nd Ave	192nd Ave	13,200,000	

SE 1st Street 162nd Av. to 192nd Av.

Widen to 3-5 lanes with sidewalk and bicycle lanes. Previous obligation of \$1,115,234 and future obligation of 10,928,676.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2013	STP(U)	1,000,000		0	156,069	1,156,069
Project Totals			1,000,000		0	156,069	1,156,069

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	0	1,156,069	0	0	0
Totals	0	1,156,069	0	0	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

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.
00			WA-02794	28		CE	No			602,000	

Vancouver Bicycle Mobility Program II

Project will complete critical gaps in the City's bicycle network through addition of bike lanes, stencils, and directional markers along Fourth Plain Boulevard, Ellsworth Road, Main Street, Columbia Street, McLoughlin Boulevard, St. Helens Boulevard, and 97th Avenue. Project will include education elements as well.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2012	CMAQ	103,000		0	16,000	119,000
CN	2014	CMAQ	394,000		0	89,000	483,000
Project Totals			497,000		0	105,000	602,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	60,000	39,000	10,000	10,000	0
CN	80,000	130,000	140,000	133,000	0
Totals	140,000	169,000	150,000	143,000	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Vancouver	5,717,000	3,225,000	6,718,369	15,660,369

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

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.
14			WA-01574	03			No			1,508,751	

Evergreen @ 32nd St. Reconstruct

Reconstruct intersection at Evergreen and 32nd St. including radius, turn lanes, bike and ped.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2012		STP	150,000		0	23,410	173,410
RW	2012		STP	55,000		0	10,000	65,000
CN	2014		STP	725,000		0	545,341	1,270,341
Project Totals				930,000		0	578,751	1,508,751

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	173,410	0	0	0	0
RW	65,000	0	0	0	0
CN	0	0	0	1,270,341	0
Totals	238,410	0	0	1,270,341	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Washougal	930,000	0	578,751	1,508,751

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
11		400014Q	400014Q06	44	0.000	CE	No	32.50	36.00	1,300,000	

I-205 Traveler Information, Padden Pkwy to 134th

The project will provide a fiber optic communication system, cameras for traffic and incident management and data stations for traffic flow information.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2012		0		0	45,500	45,500
PE	2012	CMAQ	52,500		0	0	52,500
CN	2013		0		0	572,000	572,000
CN	2013	CMAQ	630,000		0	0	630,000
Project Totals			682,500		0	617,500	1,300,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	80,000	1,220,000	0	0	0
Totals	80,000	1,220,000	0	0	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
11		420511A	420511A06	04	1.200	CE	Yes	28.33	29.53	94,170,224	

I-205/Mill Plain Interchange to NE 18th St - Build Interchange - Stage 2

Construct a new northbound off ramp and southbound on ramp (and connecting roads) at NE 18th Street to reduce congestion. This project is funded with TPA funds. \$10,662,225.00 was previously authorized.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2014		0		0	83,508,000	83,508,000
Project Totals			0		0	83,508,000	83,508,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	8,565,598	45,138,715	27,492,485	1,155,601	0
Totals	8,565,598	45,138,715	27,492,485	1,155,601	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
11		420513C	420513C06	05	4.260	CE	No	27.10	31.36	9,574,000	

I-205/SR 14 to 4th Plain Rd Vic. - Concrete Pavement Rehab. and Safety

Extend the service life of the existing roadway by diamond grinding and upgrade safety items as required.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2012		IM	192,000		0	8,000	200,000
CN	2013			0		0	187,480	187,480
CN	2013		IM	9,186,520		0	0	9,186,520
Project Totals				9,378,520		0	195,480	9,574,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	326,896	6,839,938	2,579,318	0	0
Totals	326,896	6,839,938	2,579,318	0	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
11	0051(269)	400506A	400506A06	03	3.100	EIS	Yes	0	3.10	3,200,000,000	0

I-5/Columbia River Crossing/Vancouver - EIS

Increase capacity of interstate crossing (WSDOT/ODOT project). Previous authorization - \$163,293,400.00. Future obligation estimate is \$3,000,000,000.00, which will be split 50/50 between Washington and Oregon.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2012	STP	15,742,862		0	0	15,742,862
RW	2012	NHS	16,679,000		0	0	16,679,000
RW	2012	Discretionary	471,338		0	0	471,338
RW	2012		0		0	3,654,800	3,654,800
Project Totals			32,893,200		0	3,654,800	36,548,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	36,548,000	0	0	0	0
Totals	36,548,000	0	0	0	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

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		400512P	400512P06	40	0.200	CE	No	19.87	20.07	7,668,000	

I-5/N Fork Lewis River Bridge NB - Painting

Clean and paint the exposed steel surfaces of the bridge. Prior amount authorized - \$310,000.00.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2013			0		0	149,000	149,000
CN	2013		BR	7,209,000		0	0	7,209,000
Project Totals				7,209,000		0	149,000	7,358,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	199,927	1,804,327	3,082,085	2,576,911	0
Totals	199,927	1,804,327	3,082,085	2,576,911	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

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		400512B	400512B06	40	0.250	CE	No	19.83	20.08	10,068,000	

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

Clean and paint the exposed steel surfaces of the bridge. Prior amount authorized - \$310,000.00.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2013			0		0	195,160	195,160
CN	2013		BR	9,562,840		0	0	9,562,840
Project Totals				9,562,840		0	195,160	9,758,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	199,927	2,421,472	4,757,337	2,684,515	0
Totals	199,927	2,421,472	4,757,337	2,684,515	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
11		400506H	400506H06	04	2.560	EA	Yes	6.95	9.51	98,431,728	

I-5/NE 134th St Interchange (I-5/I-205) - Rebuild Interchange

Reconstruct 134th St interchange. \$37,389,445.00 was previously authorized in a prior stage of the project. This project is funded by the Nickel package.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2012		0		0	61,042,285	61,042,285
Project Totals			0		0	61,042,285	61,042,285

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	19,378,415	24,206,512	12,006,569	314,700	0
Totals	19,378,415	24,206,512	12,006,569	314,700	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

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		400508R	400508R06	21	59.980	CE	No	9.53	69.44	390,000	

I-5/NE 179th St to Koontz Rd Vic - Rumble Strips Infill

Install rumble strips on inside & outside shoulders where none exist. There is also work in Cowlitz and Lewis Counties, which is on a separate record (NonSWW) - totaling \$262,000.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2012	NHS	20,000		0	1,000	21,000
CN	2012		0		0	3,000	3,000
CN	2012	NHS	104,000		0	0	104,000
Project Totals			124,000		0	4,000	128,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	127,000	3,000	0	0	0
Totals	127,000	3,000	0	0	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14		401413Q	401413Q06	44	4.700	CE	No	7.80	12.50	925,000	

SR 14 Traveler Information, 164th Ave to NW 6th Ave

The project will provide communications link, traffic detection and roadway cameras to provide additional traveler information along the SR-14 corridor.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2013	CMAQ	73,000		0	27,000	100,000
CN	2014	CMAQ	606,000		0	219,000	825,000
Project Totals			679,000		0	246,000	925,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	42,500	822,500	60,000	0	0
Totals	42,500	822,500	60,000	0	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

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.
02	0014(064)	401410P	401410P06	05	6.400	CE	No	21.47	27.87	3,002,150	

SR 14/Clark Co Line to Prindle Rd Vic, with Exceptions - Paving

Resurfaces deteriorating asphalt pavement with an asphalt overlay. \$204,800.00 was previously authorized, and \$2,665,875.00 is CN work located in Skamania County (Non RTC) on a separate record.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2012		0		0	131,475	131,475
Project Totals			0		0	131,475	131,475

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	117,732	1,306,856	5,336	0	0
Totals	117,732	1,306,856	5,336	0	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

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.
07		450111R	450111R06	04		CE	No	19.50	19.67	3,437,000	

SR 501/Ridgefield Interchange Stage II - Roadway Improvements

This project will provide intersection improvements on SR 501 at 56th Pl. and 65th Ave. for the newly constructed Ridgefield Interchange project (Stage 1). The funding is provided by the City of Ridgefield.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2012	DEMO	3,157,000		0	280,000	3,437,000
Project Totals			3,157,000		0	280,000	3,437,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	3,437,000	0	0	0	0
Totals	3,437,000	0	0	0	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

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.
02		450208W	450208W06	03	4.270	EIS	Yes	2.29	6.56	87,779,000	

SR 502/I-5 to Battle Ground - Add Lanes

Widen SR 502 to four lanes from I-5 east into the City of Battle Ground to relieve congestion. \$42,146,001.00 was previously authorized (TPA and Nickel funds).

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2012		0		0	45,633,000	45,633,000
Project Totals			0		0	45,633,000	45,633,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	24,804,257	12,335,823	17,408,728	1,477,082	0
Totals	24,804,257	12,335,823	17,408,728	1,477,082	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14		450313Q	450313Q06	44	7.980	CE	No	0.00	8.20	1,000,000	

SR 503 Traveler Information - Incident Management and Communications

This project will complete the fiber communications system and deploy advanced traveler information system field devices.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2013			0		0	20,000	20,000
PE	2013		CMAQ	60,000		0	0	60,000
CN	2014		CMAQ	699,000		0	221,000	920,000
Project Totals				759,000		0	241,000	1,000,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	63,000	937,000	0	0
Totals	0	63,000	937,000	0	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14		450310M	450310M06	21	2.630	CE	No	0.18	2.81	1,909,196	

SR 503/4th Plain to 119th St - Median Curb

Reduce conflict points and increase safety by reducing left turn movements in and out of existing and future access points by placing center median curb. \$115,000.00 was previously authorized, and \$238,140.00 will be authorized in 2016.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2012	NHS	100,595		0	6,421	107,016
PE	2014	NHS	61,100		0	3,900	65,000
CN	2013	NHS	302,389		0	6,171	308,560
CN	2014	NHS	1,053,970		0	21,510	1,075,480
Project Totals			1,518,054		0	38,002	1,556,056

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	211,592	308,560	9,392	1,026,512	0
Totals	211,592	308,560	9,392	1,026,512	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
06		450306B	450306B06	21	0.330	CE	Yes	14.13	14.46	400,000	

SR 503/Gabriel Road - Safety

By straightening the angle of the intersection, widening the turning radius, and improving sight distance, this will reduce vehicle conflicts. This is a partnership project with Clark County. \$70,000.00 was previously authorized.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2012		0		0	30,000	30,000
CN	2012		0		0	300,000	300,000
Project Totals			0		0	330,000	330,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	266,518	74,641	0	0	0
Totals	266,518	74,641	0	0	0

**Washington State S. T. I. P.
2012 to 2015
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 27, 2011

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14		450313P	450313P06	05	7.890	CE	No	0.00	8.11	5,459,710	

SR 503/SR 500 Orchards to Battle Ground w/exceptions - Grind and Inlay

Resurfaces deteriorating asphalt pavement with an asphalt grind and inlay. This project includes approximately one mile on SR 500 and four miles on SR 503. This project includes all State funds.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2012		0		0	345,510	345,510
CN	2014		0		0	5,114,200	5,114,200
Project Totals			0		0	5,459,710	5,459,710

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	13,119	253,659	5,071,024	121,905	0
Totals	13,119	253,659	5,071,024	121,905	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - SW	65,963,114	0	201,725,412	267,688,526

APPENDIX A
Major Project List

MAJOR PROJECT LIST

Introduction

The MTIP is a program of highway, transit, and other transportation related improvements. The following list of projects, from the 2011-2014 Transportation Improvement Program for Clark County, are projects for which obligation has been implemented or delayed.

Major Projects From 2011-2014 MTIP That Were Implemented (Obligated)

(Cost in Thousands of Dollars)

Funding Type	Agency	Project Description	Phase	Federal Funds	State Funds	Local Funds	Total Funds
Local	WSDOT	SR-14/Camas Washougal	CN	\$0		\$44,260	\$44,260
NHS	WSDOT	SR-500/St. Johns Blvd Interchange	CN	\$44,002		\$675	\$44,677
Sec. 5307	C-TRAN	Preventative Maintenance	All	\$4,700		\$1,175	\$5,875
TIGER II	Port of Van.	Gateway Ave. Grade Separation	CN	\$8,880		\$0	\$8,880

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

Major Projects From 2011-2014 MTIP That Were Delayed

(Cost in Thousands of Dollars)

Funding Type	Agency	Project Description	Phase	Federal Funds	State Funds	Local Funds	Total Funds
STP (U)	Clark County	NE 119th Street, 72nd Av. to 87th Av.	RW	\$1,500		\$4,700	\$6,200
STP (U)	Clark County	NE 88th Street, Hwy. 99 to St. Johns	RW	\$1,700		\$2,300	\$4,000
TE	Vancouver	Evergreen Highway Trail	All	\$925		\$0	\$925
Discretionary	Vancouver	Mill Plain Blvd, SE 172nd to 192nd Av.	CN	\$1,069		\$0	\$1,069

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

Federally Funded Pedestrian and Bicycle Project from the 2011-2014 MTIP That Were Obligated

(Cost in Thousands of Dollars)

Funding Type	Agency	Project Description	Phase	Federal Funds	State Funds	Local Funds	Total Funds
TE	Clark County	2010 School Sidewalk Project	RW	\$70		\$20	\$90

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