

Metropolitan Transportation Improvement Program

**Clark County
2013-2016**

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

October 2012



Americans with Disabilities Act (ADA) Information

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



STAFF REPORT/RESOLUTION

TO: Southwest Washington Regional Transportation Council Board of Directors
FROM:  Dean Lookingbill, Transportation Director
DATE: September 25, 2012
SUBJECT: **2013-2016 Metropolitan Transportation Improvement Program,
Resolution 10-12-16**

AT A GLANCE - Action

The purpose of this resolution is to seek RTC Board adoption of the 2013-2016 Metropolitan Transportation Improvement Program (MTIP) including the four-year selection of regional projects. The MTIP completes the programming of an additional \$19.5 million in regionally allocated federal funds. The amount of federal funds is significantly higher this year because the document is moving to a four year program of projects from the previous three-year process. In total, the 2013-2016 MTIP programs approximately \$116.4 million in federal funds that are matched with other funds for a total program of \$305.4 million.

INTRODUCTION

The 2013-2016 Metropolitan Transportation Improvement Program (MTIP) is a four-year program of regionally significant transportation projects in Clark County. Projects programmed in the MTIP are drawn either directly from specific project recommendations made in the long-range Metropolitan Transportation Plan or are developed from recommendations that address the more general project categories of preservation, maintenance, safety, etc.

For the regionally allocated federal transportation funds, RTC has developed multimodal selection criteria that has been adopted by the region and that addresses funding across all funding categories and travel modes. Once project applications for the regional federal funds are submitted, they are then ranked based on the regional evaluation criteria. Finally the projects are programmed by year and by funding category within the financially constrained program.

RTC's MTIP development process includes 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 needs criteria which have been adopted by the RTC Board.
3. Project Selection and Programming: Projects are programmed for funding utilizing the project information generated by the previous steps.

In addition to the regionally selected projects, the MTIP completes the programming of other regionally significant projects in consultation with RTC but selected through separate state and federal processes. Attached to this memorandum is a four-year summary of programmed projects, that provides a brief look at the core programming within the MTIP. The full 2013-

2016 Metropolitan Transportation Improvement Program for Clark County is provided in the RTC Board October 2012 folder and copies will be available at the RTC Board meeting.

The RTC Board at their September 4, 2012 meeting completed the first two steps, including concurrence with project ranking. At the September RTAC meeting, RTAC recommended a four-year selection of projects and adoption of the 2013-2016 Metropolitan Transportation Improvement Program by the RTC Board. At their October meeting, the Board is now being asked to adopt the 2013-2016 Metropolitan Transportation Improvement Program (MTIP) that includes the four-year selection of projects for funding.

The MTIP development process includes a public participation process and a public comment period from August 31, 2012 to October 2, 2012. As of September 24th, RTC had received two public comments, both in support of the funding for the 18th Street project.

PROJECT SELECTION

In previous years, the project selection process has matched the approved project ranking to the available funding levels in a fairly straightforward manner. But as the Board may recall a new federal transportation reauthorization bill, MAP-21 has been enacted and takes effect on October 1, 2012 (federal fiscal year 2013). MAP-21 changes both the funding categories and funding levels. The Governor's office has convened a MAP-21 Steering Committee to develop a recommended approach and distribution of federal transportation funds between the state and MPO's. It is possible that the MAP-21 Steering Committee decisions may impact the MTIP recommendations as proposed for action in this resolution. If there is a change then RTC staff will contact RTAC members prior to making any changes and bring these changes to the October 2nd RTC Board meeting.

Given the MTIP process and project ranking, the projects listed in the tables below are recommended for project selection from the regional CMAQ and STP federal programs:

(Cost in Thousands of Dollars)

Program	#	Jurisdiction	Project Name/Description	Phase	Year	CMAQ	Other	Total	
CMAQ	1	Clark County	VAST: Orchards Signal Optimization Project	PE	2013	\$500	\$75	\$575	
			<i>Modernize, upgrade, and interconnect traffic signals</i>	CN	2016	\$2,000	\$2,200	\$4,200	
	1	WSDOT	VAST: I-5/I-205 Bi-State Corridor Travel Time Project	PE	2013	\$72	\$24	\$96	
			<i>Provide bi-state destination travel times</i>	CN	2015	\$642	\$214	\$856	
	1	Vancouver	VAST: Main St.-Columbia St. Traffic Signal Integration	PE	2013	\$62	\$10	\$72	
			<i>Modernize, upgrade, and interconnect traffic signals</i>	CN	2015	\$855	\$133	\$988	
	2	C-TRAN	Fourth Plain Bus Rapid Transit Project	PE	2015	\$2,000	\$2,500	\$4,500	
	2	Vancouver	Fourth Plain Subarea Sidewalk Infill Project	<i>Construct BRT along Fourth Plain corridor</i>	PE	2013	\$120	\$20	\$140
					RW	2014	\$400	\$63	\$463
					CN	2016	\$380	\$59	\$439
Total CMAQ						\$7,031	\$5,298	\$12,329	

(Cost in Thousands of Dollars)

Program	#	Jurisdiction	Project Name/Description	Phase	Year	STP	Other	Total
STP TMA	1	Vancouver	NE 18th Street, Four Seasons to 136th Av.* <i>Widen to 5 lanes with bicycle lanes and sidewalks</i>	RW	2014	\$2,800	\$437	\$3,237
	2	Clark County	NE 94th Avenue, Padden Parkway to NE 99th St.* <i>Intersection and street widening</i>	PE	2013	\$200	\$370	\$570
				CN	2015	\$1,800	\$2,469	\$4,269
	3	Vancouver	Mill Plain and 104th Safety Improvement <i>Realign 105th Av. and make other safety improvements</i>	CN	2015	\$2,000	\$710	\$2,710
	4	Camas	NW 38th Avenue/SE 20th St., Armstrong to Parker <i>Widen to 3 lanes with bicycle lanes, sidewalks, etc.</i>	CN	2015	\$1,100	\$1,720	\$2,820
	5	Clark County	NE 119th St. at 50th Av.* <i>Improve intersection and site visibility</i>	CN	2016	\$1,000	\$0	\$1,000
	5	Clark County	NE 10th Avenue, 154th St. to 164th St. <i>Construct road and bridge over Whipple Creek</i>	PE	2016	\$1,000	\$1,254	\$2,254
	6	C-TRAN	Hybrid Bus Purchase <i>Replace six 40-foot low-floor, hybrid buses</i>	All	2016	\$750	\$3,474	\$4,224
	7	Port of Ridgefield	Pioneer Street Rail Overpass <i>Construct grade separated railroad crossing to Port</i>	CN	2016	\$750	\$10,847	\$11,597
	8	RTC	UPWP Support <i>Support work elements of the UPWP</i>	PE	2015	\$250	\$39	\$289
	8	RTC	VAST/TSMO Coordination and Management <i>Coordination and management of VAST/TSMO, data archive</i>	PE	2013	\$150	\$23	\$173
				PE	2014	\$150	\$23	\$173
				PE	2015	\$150	\$23	\$173
PE				2016	\$150	\$23	\$173	
Total STP-TMA						\$12,500	\$21,451	\$33,951

* Project exceeds funding guideline, and will be tied to on-time project implementation.

Additionally, the following three projects: 1) NE 18th Street; 2) 94th Av/Padden; and 3) 119th St/50th Av have also been recommended to receive funding that exceeds the previous project caps, but do so with their funding being tied to on-time project implementation. This increase is based on the condition that if these projects are not implemented in the year for which they have been programmed, the federal funding would be decreased to the previous project cap.

MTIP ADOPTION

Adoption of the 2013-2016 Metropolitan Transportation Improvement Program (MTIP) will include the following actions:

- MPO authorization of the 2013-2016 MTIP, which includes transportation projects totaling approximately \$116.4 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 2013-2016 Metropolitan Transportation Improvement Program (MTIP) is a four-year program of regionally significant transportation projects in Clark County. The Metropolitan Transportation Plan (MTP) represents the long range plan and policies for the development and implementation of the regional transportation system. Projects programmed in the MTIP are consistent with the long range transportation plan and assist the region in implementing the overall Metropolitan Transportation Plan.

BUDGET IMPLICATION

Projects must be included in the RTC Board approved MTIP and state approved State Transportation Improvement Program (STIP) as a condition for the receipt of federal funds. Action on the MTIP would program approximately \$116.4 million in federal dollars for 2013-2016 for transportation improvements within Clark County.

ACTION REQUESTED

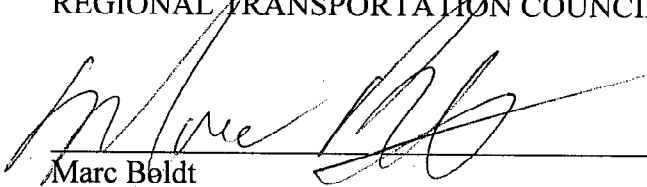
Adoption of Resolution 10-12-16, "2013-2016 Metropolitan Transportation Improvement Program".

ADOPTED this 2nd day of October 2012

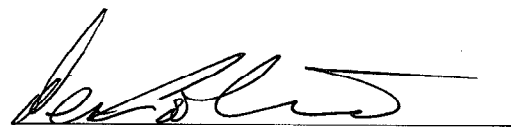
by the Southwest Washington Regional Transportation Council.

SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL

ATTEST:



Marc Beldt
Chair of the Board



Dean Lookingbill
Transportation Director

Attachment: 2013-2016 MTIP Summary by year and funding source

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SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL

RTC BOARD OF DIRECTORS

Nancy Baker	Port of Vancouver Commissioner (Port Representative)
Marc Boldt (Chair).....	Clark County Commissioner
Rex Burkholder	Metro Councilor, Portland, Oregon
Jack Burkman	Vancouver Council Member
Bill Ganley (Vice Chair)	Battle Ground City Council Member (Cities North Representative)
Jeff Hamm	C-TRAN Executive Director/CEO
Tom Mielke	Clark County Commissioner
Paul Pearce	Skamania County Commissioner (Skamania Co. Representative)
David Poucher	White Salmon City Mayor (Klickitat County Representative)
Melissa Smith.....	Camas City Council Member (Cities East Representative)
Jeanne Stewart	Vancouver Council Member
Steve Stuart	Clark County Commissioner
Jason Tell	Oregon Department of Transportation, Region One Manager
Don Wagner.....	WSDOT Southwest Region Administrator
Senate & House Members (12 Non-Voting)	Washington State Legislative Districts 15, 17, 18, and 49

RTC Staff

Dean Lookingbill (Secretary/Treasurer)	RTC Transportation Director
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RTC MEMBER JURISDICTIONS

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

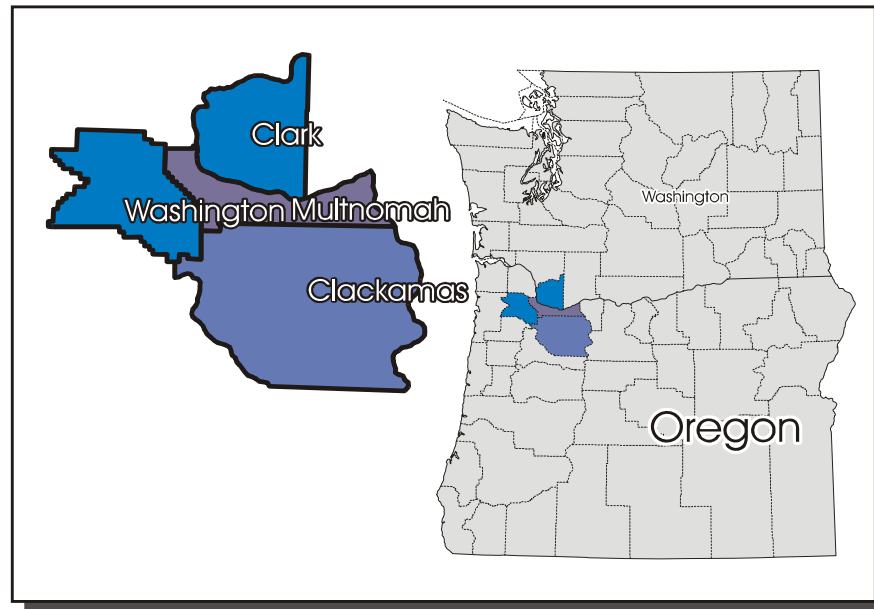
**REGIONAL TRANSPORTATION ADVISORY COMMITTEE
(RTAC)**

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 Jim CarothersCity of Camas
 Mike ClarkWSDOT
 Jim Dunn.....City of Washougal
 Mark HercegCity of Battle Ground
 Todd JuhaszODOT
 Colleen KuhnHuman Services Council
 Dean LookingbillRTC (Chair)

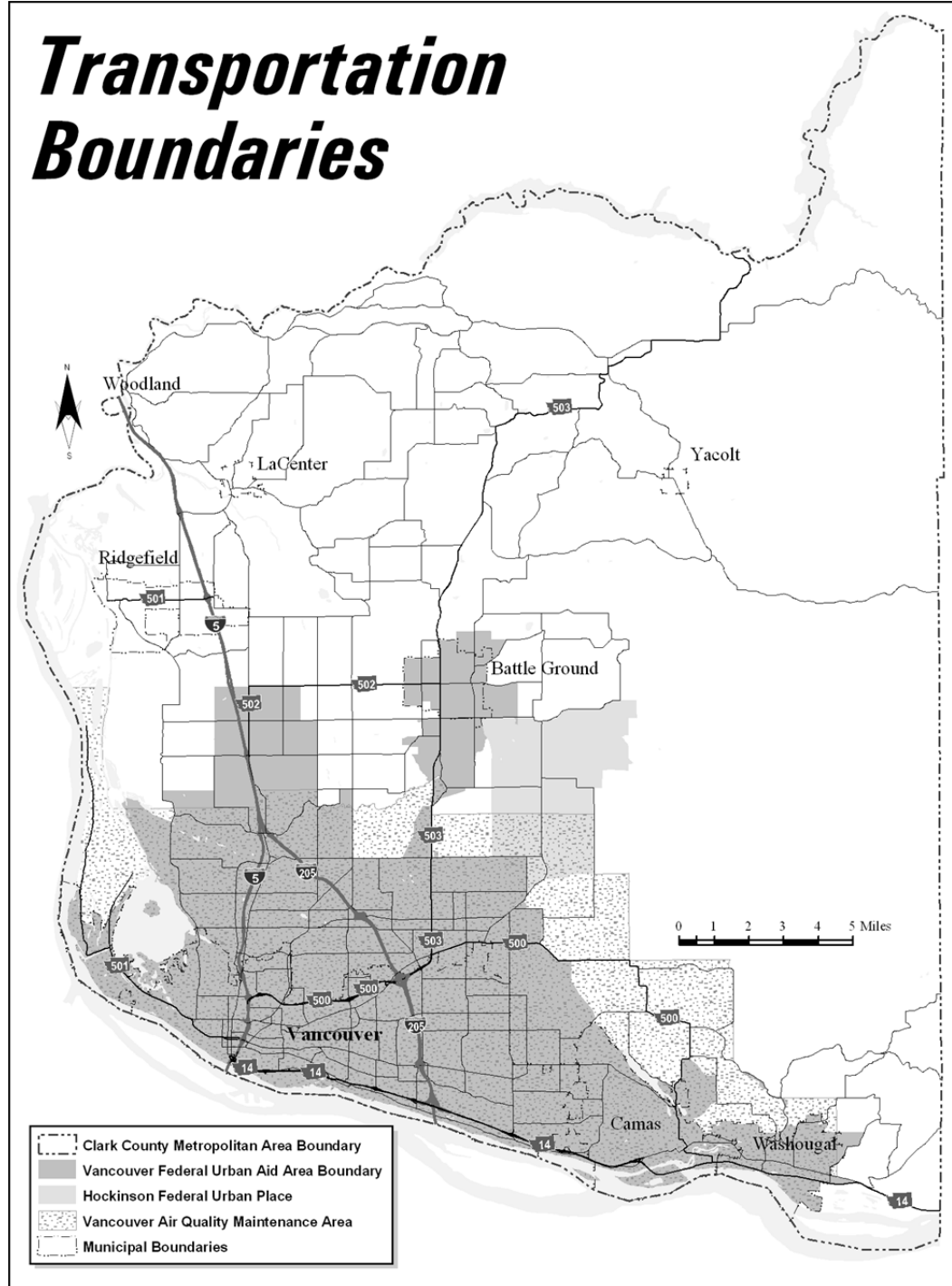
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 Josh NaramoreMetro
 Scott PattersonC-TRAN
 Bryan SnodgrassCity of Vancouver
 Steve Wall.....City of Ridgefield
 Bill WrightClark County

LOCATION OF CLARK COUNTY

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

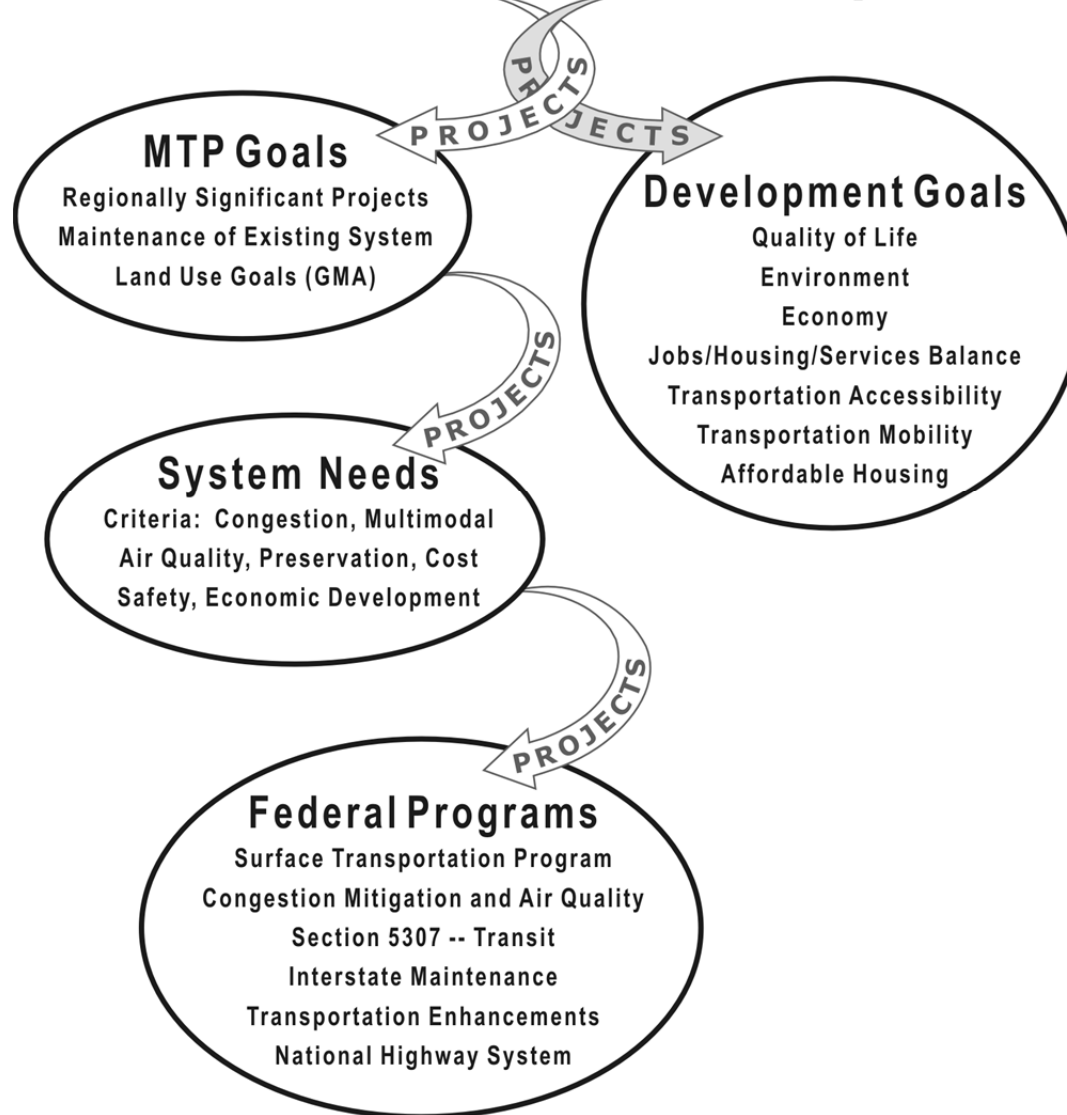
Process

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. 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.

All project are reviewed for consistency with the Metropolitan Transportation Plan, as a condition for incorporation into the MTIP. At the regional selection level, the needs criteria are intermodal/multimodal and address project funding across all federal funding categories. The criteria supports the implementation of the Congestion Management Process. 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 Sustainability/Air Quality. Funding flexibility is addressed to identify funding resources to meet project needs. Generally, funds are not transferred between funding sources at the regional level.

Transportation Land Use C o n c u r r e n c y



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

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

The MTIP is also 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 continues this public involvement process for the MTIP as outlined in RTC's Public Participation Plan.

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 MTIP public comment period lasting from August 31, 2012 until October 2, 2012 was provided. Notices of the opportunity to comment on the MTIP were distributed to the local media, neighborhoods, and other interested parties. News releases and other MTIP information were made available on the RTC Web Site. From June 2012 through October 2012, 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 and Transportation Alternatives Process

Selection of transportation enhancement/alternatives projects to proceed from the region for consideration is accomplished through the regional planning process. The process includes the following steps: 1) Explanation of the process through established regional transportation meetings, 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.

MTIP Administration

Occasionally changes need to be made to the MTIP following its adoption. Federal regulations permit changes to the MTIP if the procedures for doing so are consistent with federal requirement. These changes will be handled through three separate processes (Update, Administrative Modification, and MTIP Amendment). These processes differ in the action that is required. Updates do not substantially change a project and can be handled administratively by RTC Staff. Administrative Modifications are minor changes that require approval from the RTC Transportation Director. Amendments are substantial changes to projects that require action from the RTC Board of Directors. RTC MTIP administration processes will be carried out through RTAC and RTC Board meetings, consistent with the Public Participation Plan. It is important to note that in some cases the RTC MTIP administration process may differ from that of the State. These MTIP Administration processes are further explained and procedures are outline below:

Updates: Include minor changes which do not require the MTIP to be change prior to project implementation.

- Moving a project within the four year of the MTIP or STIP
- Changes in federal funding sources
- Adjustment in a project's funding to meet award of contract.
- Moving selected dollars to next project phase (Preliminary Engineering to Right-of-Way or Right-of-Way to Construction).

Process:

- 1) Local agency notify RTC staff of change
- 2) If considered an Update, RTC staff will work with WSDOT staff to make the appropriate Update to the MTIP and STIP

Administrative Modification: Projects that meet the following conditions can be administratively modified into the MTIP at the discretion of the RTC Transportation Director.

- Minor changes or errors in project information
- Changes in federal funding amounts less than 30% or any amount less than \$3 million.
- Revisions to lead agency
- Adding a prior phase of a project not previously authorized
- Addition of federal aid project that has approval from selecting agency and does not exceed \$3 million in federal funding. (STIP Amendment Required)
- Deletion of project (STIP Amendment Required)

- Restoration of projects to the MTIP that were included in a previous version of the MTIP (STIP Amendment Required)

Process:

- 1) Local agency submits written request for change to RTC
- 2) RTC staff evaluates request for change for financial feasibility, air quality, consistency with MTP, etc.
- 3) RTC Transportation Director approves as an Administrative Modification
- 4) RTC staff will work with WSDOT staff to make the appropriate changes to the MTIP and STIP
- 5) RTAC is notified of all Administrative Modifications to the MTIP

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

- Adding a new project greater than \$3 million
- Major scope changes
- Changes to a project that affects air quality conformity
- Changes (addition or reduction) to a project's total that exceed 30% (or greater than \$3 million)

Process:

- 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 and comment on the amendment.
- 5) MTIP amendment is forwarded to the Washington State Department of Transportation for inclusion in STIP.

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 Metropolitan Transportation Plan (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 Metropolitan Transportation Improvement Program (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.

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

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, goals and objectives, 2) Identify boundary and network, 3) Develop performance measures, 4) Monitor system performance, 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 is related to land use, multimodal opportunities, transit service, and other regional plans. The performance measures include volumes, capacity, speed, occupancy, safety, trucks, and transit. In addition, the congestion management process includes the analysis of trends over the last decade and specific areas of concern. Overall, the Congestion Management Process supports the long-term transportation goals and objectives as contained in the Metropolitan Transportation Plan. The Congestion Management Process provides information on developing transportation investment priorities which feed back into the regional planning process and the programming of projects 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 current federal Transportation Act (SAFETEA-LU), and the Clean Air Washington Act. Positive conformity findings 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 1997 8-hour federal Ozone standard, the Vancouver/Portland Air Quality Maintenance Area (AQMA) was re-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. While areas with approved maintenance plans are not subject to the budget test, they are subject to meeting other transportation conformity requirements of 40 CFR part 93, subpart A, which include timely implementation of SIP transportation control measures, transportation plans and projects that comply

with the fiscal constraint requirement, interagency consultation and that conformity determinations should be made at least every four years. Projects are still subject to air quality conformity analysis to ensure they do not cause or contribute to any new localized carbon monoxide violations.

Applicable State Implementation Plan

Implementation plans currently in effect for the Vancouver Air Quality Maintenance Area are the 2007 second 10-Year Maintenance Plan for Carbon Monoxide approved by the EPA (73 FR 36439; June 27, 2008) and the 2006 Ozone Maintenance Plan for Vancouver, Washington. 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. On November 19, 2007, EPA published a Federal Register notice of the CO Maintenance Plan's adequacy for transportation conformity purposes.

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. The Limited Maintenance Plan forecast CO emissions for 2019, 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. As described in Chapter 2 of this MTP, 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 is forecast to increase at an annual average rate of 1.66% to 641,800 in 2035. By comparison, the measured rate of population growth in Clark County was 0.62% per year from 2010 (425,363 population) to 2011 (428,000 population). 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.

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 analysis and Vehicle Miles Traveled data 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 analysis. RTC regularly coordinates and cooperates with air quality consultation agencies (Washington State Department of Ecology, EPA, FHWA, FTA, WSDOT, and SWCAA) on air quality technical analysis protocol and mobile emissions estimation procedures. The consultation process includes discussion and review of regulatory and technical requirements for plan, program and project conformity. RTC consults with the agencies in the review, update, testing, and use of the Motor Vehicle Emissions Simulator emissions model to ensure

accuracy and validity of model inputs for the Clark County region and ensure consistency with state and federal guidance. RTC participates with partner air consultation agencies in an annual air quality conformity review process.

Air Quality Conformity Methodology and Results

Regional conformity analysis for ozone and carbon monoxide is no longer required for the Metropolitan Transportation Plan for Clark County.

Status of Transportation Control Measures

The SIP for Washington State includes an enhanced I/M vehicle emissions testing program for the Vancouver portion of the Portland-Vancouver Air Quality Maintenance Area. Washington's vehicle emission inspection program was added to the Vancouver urban area in 1993 and expanded to Brush Prairie, Battle Ground, Ridgefield and La Center in 1997. The program will continued through the end of the 20-Year CO Maintenance period unless it is removed from the SIP.

Although not required as TCM's, there are plans for improved public transit and transit facilities. Additional efforts that contribute to emissions reductions include the 2006 Commute Trip Reduction (CTR) Efficiency Act that replaced the 1991 CTR Act. The CTR program calls for reduction of single occupant vehicle travel by major employers in the affected Urban Growth Areas of Clark County. As required by the CTR Efficiency Act, the RTC Board of Directors adopted RTC's Regional CTR Plan and local CTR Plans for Vancouver, Camas, Washougal and unincorporated Clark County in early October 2007 (Resolution 10-07-21). Vancouver has also voluntarily developed the Downtown Vancouver Growth and Transportation Efficiency Center (GTEC) Plan that was certified by RTC and submitted to the State along with the regional and local CTR Plans. In addition, public education and outreach programs are supported by Southwest Clean Air Agency.

Conformity Determination

The 2013-2016 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.

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

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

Operation and Maintenance Cost

The 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 2013-2016 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. On August 10, 2005, the President signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU was extended through 2012, and SAFETEA-LU programs are likely to continue for several years as funds are obligated. On July 6, 2012, the President signed into law the Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 provides funding for fiscal years 2013 and 2014. MAP-21 will incorporate performance measures to provide a more efficient investment of Federal transportation funds. MAP-21 restructures core transportation programs with programs created, eliminated, or restructured under other programs. This document includes a brief description of both MAP-21 and SAFETEA-LU Programs.

National Highway Performance Program: New MAP-21 program that focuses on preserving the pavements and bridges of the National Highway System. The program consolidates the Interstate Maintenance, National Highway System, and Highway Bridge Programs.

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.

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.

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.

Surface Transportation Program (STP): MAP-21 continues this flexible funding program for use by states and localities. Under MAP-21, 50% of STP funds must be sub-allocated by population for regional competitive project selection. Transportation Enhancement Program is eliminated. Off-System Bridges are funded through this program.

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.

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 (HISP): MAP-21 retains the Highway Safety Improvement Program.

Highway Safety Improvement Program (HISP): The program began in FY 2006 to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. 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.

Congestion Mitigation and Air Quality (CMAQ): MAP-21 retains CMAQ Program with an added focus on PM 2.5.

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. 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.

Transportation Alternatives: MAP-21 eliminates the Transportation Enhancement, Safe Routes to Schools, recreational Trails, and Scenic Byway program and establishes a Transportation Alternative program that incorporates these programs.

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.

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.

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.

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.

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.

FTA Section 5307: Section 5307 funds are apportioned by a formula and are available for both capital and operating assistance. Requires 3% of formula funds be spend on job access and reverse commute projects.

FTA Section 5309: Section 5309 funds provide capital assistance for fixed guideway transit projects. These are discretionary funds.

FTA Section 5310: MAP-21 consolidates Section 5317 program into Section 5310. Section 5310 funds are designed to provide mass transit services which meet the special needs of elderly and handicapped persons.

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).

FTA Section 5311: Section 5311 funds are provided to assist the operation of non-urban (rural) transportation service

FTA Section 5337: New Map 21 program enables rail fixed guideway systems and high intensity bus systems to maintain a state of good repair. Modernizes and renames the old "Rail Modernization" program.

FTA Section 5339: New MAP-21 program that provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.

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.

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.

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

RCW 81.104 (High Capacity Transit Legislation): RCW 81.104 authorizes local jurisdictions to plan for and finance high capacity transportation systems through voter-approved tax options. Funding 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.

2013-2016 Financial Feasibility Summary

9/25/2012

(Cost in Thousands of Dollars)

Funding Type	Year	Carry-Over Previous Yr.	Allocation	Available Revenue	Program Totals	Remaining Funds
Section 5307	2013	\$4,284	\$4,242	\$8,526	\$4,284	\$4,242
	2014	\$4,242	\$4,242	\$8,484	\$4,242	\$4,242
	2015	\$4,242	\$4,242	\$8,484	\$4,242	\$4,242
	2016	\$4,242	\$4,242	\$8,484	\$4,242	\$4,242
Section 5310 Section 5316 Section 5317	2013	\$347	\$96	\$443	\$347	\$96
	2014	\$96	\$96	\$192	\$96	\$96
	2015	\$96	\$96	\$192	\$96	\$96
	2016	\$96	\$96	\$192	\$96	\$96
CMAQ	2013	\$820	\$2,600	\$3,420	\$2,809	\$611
	2014	\$611	\$2,600	\$3,211	\$2,741	\$470
	2015	\$470	\$2,600	\$3,070	\$2,855	\$215
	2016	\$215	\$2,600	\$2,815	\$2,380	\$435
STP <i>Regional</i>	2013	\$2,291	\$4,900	\$7,191	\$6,835	\$356
	2014	\$356	\$4,900	\$5,256	\$4,675	\$581
	2015	\$581	\$4,900	\$5,481	\$5,300	\$181
	2016	\$181	\$4,900	\$5,081	\$3,150	\$1,931
Transportation Enhancement	2013	\$830	\$0	\$830	\$786	\$44
	2014	\$44	\$0	\$44	\$0	\$44
State Selected <i>STP-State, BR, Safety, IM, NHS</i>	2013	\$0	\$78,453	\$78,453	\$78,453	\$0
	2014	\$0	\$2,396	\$2,396	\$2,396	\$0
	2015	\$0	\$24	\$24	\$24	\$0
Discretionary Demo	2013	\$0	\$417	\$417	\$417	\$0
	2014	\$0	\$750	\$750	\$750	\$0
State/Local	2013	\$0	\$67,896	\$67,896	\$67,896	\$0
	2014	\$0	\$94,043	\$94,043	\$94,043	\$0
	2015	\$0	\$12,262	\$12,262	\$12,262	\$0
	2016	\$0	\$14,766	\$14,766	\$14,766	\$0
Financial Feasibility		\$8,572	\$318,359	\$326,931	\$305,417	\$21,514

CHAPTER III

2013-2016 Funding Secured Projects

2013 Summary

9/25/2012

(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	\$4,200		\$1,050	\$5,250
	2	C-TRAN	Transit Enhancements	\$84		\$21	\$105
	Section 5307 Program Totals			\$4,284	\$0	\$1,071	\$5,355
Section 5316	1	C-TRAN	Commuter Operating Assistance	\$154		\$154	\$308
	Section 5316 Program Totals			\$154	\$0	\$154	\$308
Section 5317	1	C-TRAN	ADA Expansion	\$193		\$193	\$386
	Section 5317 Program Totals			\$193	\$0	\$193	\$386
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, 164th Av-NW 6th (PE)	\$73		\$27	\$100
	4	Clark County	Hazel Dell-Felida Traffic Signal Optimization (PE) (CN)	\$64 \$314		\$15 \$75	\$79 \$389
	5	Clark County	Orchards Traffic Signal Optimization (PE)	\$500		\$75	\$575
	5	WSDOT	I-5/I-205 Bi-State Corridor Travel Time (PE)	\$72		\$24	\$96
	5	Vancouver	Main St-Columbia St Traffic Signal Integration (PE)	\$62		\$10	\$72
	6	Vancouver	Fourth Plain Subarea Sidewalk Infill Project (PE)	\$120		\$20	\$140
	CMAQ Program Totals			\$2,809	\$0	\$981	\$3,790
STP-Region STP-Urban	1	Clark County	NE 119th Street, 72nd Av to Curtin Creek (CN) <i>Widen to 5-lanes, with center turn lane</i>	\$2,000		\$9,400	\$11,400
	2	Vancouver	SE 1st Street, 162nd Av. to 192nd Av. (RW) <i>Widen to 3/5 lanes, sidewalk, and bike lanes</i>	\$1,000		\$156	\$1,156
	3	Clark County	NE 119th St./NE 50th Av. Intersection (CN) <i>Intersection and street widening</i>	\$1,000		\$1,066	\$2,066
	4	Washougal	Evergreen/32nd St. Intersection (RW)	\$55		\$10	\$65
	5	Clark County	NE 94th Avenue, Padden Parkway to 99th St. (PE) <i>Intersection and street widening</i>	\$200		\$370	\$570

2013 Summary

9/25/2012

(Year of Expenditure Cost in Thousands of Dollars)

Funding Type	Priority	Agency	Project Description	Federal Funds	State Funds	Local Funds	Total Funds
STP Cont.	6	Clark County	NE 10th Avenue, 141st St. to 149th St. (CN) <i>Widen to 3 lanes, sidewalk, and bike lanes</i>	\$2,430	\$1,007	\$63	\$3,500
	7	RTC	VAST/TSMO Coordination and Management (PE)	\$150		\$23	\$173
	STP (Regional) Program Totals			\$6,835	\$1,007	\$11,088	\$18,930
TE	1	Vancouver	Evergreen Highway Trail (RW) (CN)	\$125 \$661		\$0 \$0	\$125 \$661
	Transportation Enhancement Totals			\$786	\$0	\$0	\$786
Discretionary Demo	1	WSDOT	SR-14/Traveler Information Enhancement 2 (CN)	\$160		\$160	\$320
	1	Clark County	Healy Road Preservation Project (CN)	\$257			\$257
	Discretionary Totals			\$417	\$0	\$160	\$577
HSIP	1	Vancouver	Flashing Yellow Arrow Upgrade (CN)	\$350		\$0	\$350
	2	Vancouver	Mill Plain Blvd., 104th to NE Chkalov Dr. (RW)	\$500		\$0	\$500
	HSIP Totals			\$850	\$0	\$0	\$850
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 Vic-Pavement Rehab (CN)	\$8,833		\$180	\$9,013
	1	WSDOT	I-5/Gee Creek SB SRA-Major Renovation (CN)	\$1,103		\$22	\$1,125
	IM Program Totals			\$9,935	\$0	\$202	\$10,138
NHS	1	WSDOT	I-5/Columbia River Crossing/Vancouver-EIS (RW)	\$28,929		\$250	\$29,179
	1	WSDOT	I-5/NB NE 179th St. to N. Fork Lewis River (CN) <i>Paving</i>	\$5,811		\$119	\$5,930
	1	WSDOT	SR-503/4th Plain to 119th St.- <i>Median Curb</i> (PE)	\$103		\$4	\$107
			(CN)	\$302		\$6	\$309
NHS Program Totals			\$35,145	\$0	\$379	\$35,525	

2013 Summary

9/25/2012

(Year of Expenditure Cost in Thousands of Dollars)

Funding Type	Priority	Agency	Project Description	Federal Funds	State Funds	Local Funds	Total Funds
BR	1	WSDOT	I-5/North Fork Lewis Rv Bridge NB- <i>Painting</i> (CN)	\$6,934		\$142	\$7,075
	1	WSDOT	I-5/North Fork Lewis Rv Bridge SB- <i>Painting</i> (CN)	\$9,192		\$188	\$9,380
	1	Clark County	Dayton Bridge (CN)	\$278		\$70	\$348
	1	Clark County	Pleasant Valley Bridge-Scour (CN)	\$375		\$5	\$380
	BR Program Totals				\$16,780	\$0	\$404
State/Local	1	WSDOT	SR-502/I-5 to Battle Ground-Add Lanes (RW) <i>Widen to four lanes</i> (CN)			\$5,707 \$37,955	\$5,707 \$37,955
	1	WSDOT	SR-503/Gabriel Road- <i>Safety</i> (CN)			\$65	\$65
	1	WSDOT	SR-503/SR-500 Orchards to Battle Ground (PE) <i>Grind and Inlay</i>			\$346	\$346
	1	Vancouver	Vancouver Waterfront Trail (PE) (RW)		\$750	\$250 \$3,000	\$1,000 \$3,000
	1	Clark County	Barberton Traffic Signal (RW)			\$5	\$5
	1	Clark County	NE 94th Avenue, Padden Parkway to 99th St. (RW)			\$518	\$518
	1	Clark County	Hazel Dell-Felida Traffic Signal Optimization (RW)			\$5	\$5
	WSDOT Program Totals				\$0	\$750	\$47,851

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

2014 Summary

9/25/2012

(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	\$4,200		\$1,050	\$5,250
	2	C-TRAN	Associated Transportation Improvements	\$42		\$11	\$53
	Section 5307 Program Totals			\$4,242	\$0	\$1,061	\$5,303
Section 5310	1	C-TRAN	ADA Expansion	\$96		\$96	\$192
	Section 5310 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, 164th Av-NW 6th (CN)	\$606		\$694	\$1,300
	3	Vancouver	Vancouver Bicycle Mobility Program II (CN)	\$394		\$89	\$483
	4	WSDOT	I-5/I-205 Bi-State Corridor Travel Time (CN)	\$642		\$214	\$856
	5	Vancouver	Fourth Plain Subarea Sidewalk Infill Project (RW)	\$400		\$63	\$463
	CMAQ Program Totals			\$2,741	\$0	\$1,281	\$4,022
STP-Region STP-Urban	1	Clark County	Highway 99 Corridor Imp, 99th St. to 129th St. (PE) <i>Improve to Urban Standards</i>	\$1,000		\$894	\$1,894
	2	Washougal	Evergreen/32nd St. Intersection (CN)	\$725		\$545	\$1,270
	3	Vancouver	NE 18th Street, Four Season to 136th Av. (RW) Widen to 5 lanes, sidewalk, and bike lanes	\$2,800		\$437	\$3,237
	5	RTC	VAST/TSMO Coordination and Management (PE)	\$150		\$23	\$173
	STP (Regional) Program Totals			\$4,675	\$0	\$1,899	\$6,574
TE	TE Program Totals			\$0	\$0	\$0	\$0
Discretionary	1	C-TRAN	Bus Replacement (Section 5309 Bus)	\$2,000		\$500	\$2,500
	1	Vancouver	Vancouver Waterfront Trail (TCSP)	\$750	\$750	\$0	\$1,500
	Discretionary Totals			\$2,750	\$750	\$500	\$4,000
HSIP	1	Vancouver	Mill Plain Blvd., 104th to NE Chkalov Dr. (CN)	\$1,280		\$0	\$1,280
	HSIP Totals			\$1,280	\$0	\$0	\$1,280
STP-State	STP-State Program Totals			\$0	\$0	\$0	\$0
IM	IM Program Totals			\$0	\$0	\$0	\$0

2014 Summary

9/25/2012

(Year of Expenditure Cost in Thousands of Dollars)

Funding Type	Priority	Agency	Project Description	Federal Funds	State Funds	Local Funds	Total Funds
NHS	1	WSDOT	SR-503/4th Plain to 119th St.- <i>Median Curb</i> (PE)	\$62		\$3	\$65
			(CN)	\$1,054		\$22	\$1,075
	NHS Program Totals				\$1,116	\$0	\$24
BR	BR Program Totals			\$0	\$0	\$0	\$0
State/Local	1	WSDOT	SR-503/SR-500 Orchards to Battle Ground (PE)			\$4,914	\$4,914
			<i>Grind and Inlay</i>				
	1	WSDOT	I-205/Mill Plain to 18th St.-Build Interchange (CN)			\$83,508	\$83,508
	1	Clark County	Orchards Traffic Signal Optimization (RW)			\$10	\$10
WSDOT Program Totals				\$0	\$0	\$88,432	\$88,432

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

2015 Summary

9/25/2012

(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	\$4,200		\$1,050	\$5,250
	2	C-TRAN	Associated Transportation Improvements	\$42		\$11	\$53
	Section 5307 Program Totals			\$4,242	\$0	\$1,061	\$5,303
Section 5310	1	C-TRAN	ADA Expansion	\$96		\$96	\$192
	Section 5310 Program Totals			\$96	\$0	\$96	\$192
CMAQ	1	Vancouver	Main St-Columbia St Traffic Signal Integration (CN)	\$855		\$133	\$988
	2	C-TRAN	Fourth Plain Bus Rapid Transit	\$2,000		\$3,000	\$5,000
	CMAQ Program Totals			\$2,855	\$0	\$3,133	\$5,988
STP-Region STP-Urban	1	Clark County	NE 94th Avenue, Padden Parkway to 99th St. (CN) <i>Intersection and street widening</i>	\$1,800		\$2,469	\$4,269
	2	Vancouver	Mill Plain Blvd.-104 to NE Chkalov Dr. (CN) <i>Signal, access, channelization, and realignment</i>	\$2,000		\$320	\$2,320
	3	Camas	NW 38th Av/SE 20th St. Phase 2 (CN) <i>Widen to 3 lanes, sidewalk, and bike lanes</i>	\$1,100		\$1,720	\$2,820
	4	RTC	UPWP Support (PE)	\$250		\$39	\$289
	4	RTC	VAST/TSMO Coordination and Management (PE)	\$150		\$23	\$173
	STP (Regional) Program Totals			\$5,300	\$0	\$4,571	\$9,871
TE	Transportation Enhancement Totals			\$0	\$0	\$0	\$0
Discretionary	Discretionary Totals			\$0	\$0	\$0	\$0
STP-State	1	WSDOT	SR-500/5th Plain Creek Bridge-Scour (PE)	\$24		\$1	\$25
	STP-State Program Totals			\$24	\$0	\$1	\$25
HSIP	HSIP Totals			\$0	\$0	\$0	\$0
IM	IM Program Totals			\$0	\$0	\$0	\$0
NHS	NHS Program Totals			\$0	\$0	\$0	\$0
BR	BR Program Totals			\$0	\$0	\$0	\$0

2015 Summary

9/25/2012

(Year of Expenditure Cost in Thousands of Dollars)

Funding Type	Priority	Agency	Project Description	Federal Funds	State Funds	Local Funds	Total Funds
State/Local	1	WSDOT	I-5/NE 134th St. Interchange-Rebuild I/C (CN)			\$3,400	\$3,400
WSDOT Program Totals				\$0	\$0	\$3,400	\$3,400

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

2016 Summary

9/25/2012

(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	\$4,200		\$1,050	\$5,250
	2	C-TRAN	Associated Transportation Improvements	\$42		\$11	\$53
	Section 5307 Program Totals			\$4,242	\$0	\$1,061	\$5,303
Section 5310	1	C-TRAN	ADA Expansion	\$96		\$96	\$192
	Section 5310 Program Totals			\$96	\$0	\$96	\$192
CMAQ	1	Clark County	Orchards Traffic Signal Optimization (CN)	\$2,000		\$2,200	\$4,200
	2	Vancouver	Fourth Plain Subarea Sidewalk (CN)	\$380		\$59	\$439
	CMAQ Program Totals			\$2,380	\$0	\$2,259	\$4,639
STP-Region STP-Urban	1	Clark County	NE 119th St./NE 50th Av. Intersection (CN) <i>Intersection and street widening</i>	\$1,000		\$0	\$1,000
	2	Clark County	NE 10th Av, 154th St. to 164th St. (PE) <i>Construct bridge over Whipple Creek</i>	\$1,000		\$1,254	\$2,254
	3	C-TRAN	Hybrid Buses	\$750		\$3,474	\$4,224
	4	RTC	UPWP Support (PE)	\$250		\$39	\$289
	4	RTC	VAST/TSMO Coordination and Management (PE)	\$150		\$23	\$173
	STP (Regional) Program Totals			\$3,150	\$0	\$4,790	\$7,940
STP-State	1	WSDOT	SR-500/5th Plain Creek Bridge-Scour (CN)	\$20		\$0	\$20
	STP-State Program Totals			\$20	\$0	\$0	\$20
NHS	1	WSDOT	SR-503/4th Plain to 119th St.-Median Curb (CN)	\$233		\$5	\$238
	NHS Program Totals			\$233	\$0	\$5	\$238
State/Local	1	Clark County	NE 10th Av, 154th St. to 164th St. (RW)			\$740	\$740
			(CN)			\$14,026	\$14,026
	WSDOT Program Totals			\$0	\$0	\$14,766	\$14,766

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

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

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	0.000	CE	No	District Wide	District Wide	962,000	

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	2013		5317	193,000		0	193,000	386,000
ALL	2014		5310	96,000		0	96,000	192,000
ALL	2015		5310	96,000		0	96,000	192,000
ALL	2016		5310	96,000		0	96,000	192,000
Project Totals				481,000		0	481,000	962,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	386,000	192,000	192,000	192,000	0
Totals	386,000	192,000	192,000	192,000	0

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

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-04801	23	0.000	CE	No	District Wide	District Wide	157,500	

Associated Transportation Improvements

Projects that enhance transit service use and are 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	2014		5307	42,000		0	10,500	52,500
ALL	2015		5307	42,000		0	10,500	52,500
ALL	2016		5307	42,000		0	10,500	52,500
Project Totals				126,000		0	31,500	157,500

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	52,000	52,000	52,000	0
Totals	0	52,000	52,000	52,000	0

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

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-04810	23	0.000	CE	No	District Wide	District Wide	2,500,000	

Bus Replacement

Purchase approximately 6 fixed route buses for replacement.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
ALL	2014		5309(Bus)	2,000,000		0	500,000	2,500,000
Project Totals				2,000,000		0	500,000	2,500,000

Expenditure Schedule

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

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

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	0.000	CE	No	District Wide	District Wide	308,000	

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	2013		5316	154,000		0	154,000	308,000
Project Totals				154,000		0	154,000	308,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	308,000	0	0	0	0
Totals	308,000	0	0	0	0

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

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.
01			WA-04816	23	6.000	CE	Yes	Downtown Vancouver	Westfield Vancouver Mall	49,500,000	

Fourth Plain Bus Rapid Transit

Construct Bus Rapid Transit primarily in mixed traffic, between downtown Vancouver and Westfield Vancouver Mall along Fourth Plain, Fort Vancouver, and downtown Vancouver Streets.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2015	CMAQ	2,000,000		0	1,000,000	3,000,000
PE	2015		0		0	2,000,000	2,000,000
Project Totals			2,000,000		0	3,000,000	5,000,000

Expenditure Schedule

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

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

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-04880	23		CE	No	District Wide	District Wide	4,224,000	

Hybrid Buses

Replace 6 C-TRAN buses with diesel/electric hybrid buses.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
ALL	2016		STP(U)	750,000		0	3,474,000	4,224,000
Project Totals				750,000		0	3,474,000	4,224,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	4,224,000	0
Totals	0	0	0	4,224,000	0

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

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	0.000	CE	No	District Wide	District Wide	21,000,000	

Preventative Maintenance

For maintenance of transit assets.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
ALL	2013		5307	4,200,000		0	1,050,000	5,250,000
ALL	2014		5307	4,200,000		0	1,050,000	5,250,000
ALL	2015		5307	4,200,000		0	1,050,000	5,250,000
ALL	2016		5307	4,200,000		0	1,050,000	5,250,000
Project Totals				16,800,000		0	4,200,000	21,000,000

Expenditure Schedule

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

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

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	0.000	CE	No	District Wide	District Wide	105,000	

Transit Enhancements

Projects that enhance transit service use and are 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	2013		5307	84,000		0	21,000	105,000
Project Totals				84,000		0	21,000	105,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	105,000	0	0	0	0
Totals	105,000	0	0	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for C-TRAN	22,395,000	0	11,861,500	34,256,500

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

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			03-2012	04	0.550	CE	Yes	SE Armstrong Street	NW Parker Street	4,090,000	

NW 38th Avenue/SE 20th Street, Phase 2

Improve to urban road standards with three lanes, bike lanes, sidewalks, storm systems, illumination, and utilities. Prior = \$1,270,000

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2015	STP(U)	1,100,000		0	1,720,000	2,820,000
Project Totals			1,100,000		0	1,720,000	2,820,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	0	2,820,000	0	0
Totals	0	0	2,820,000	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Camas	1,100,000	0	1,720,000	2,820,000

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

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	9906(031)		WA-02758	44	3.060	CE	Yes	NE 199th Street	NE 88th Street	846,827	

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. Prior \$110,827.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2013		0		0	5,000	5,000
CN	2013	CMAQ	632,000		0	99,000	731,000
Project Totals			632,000		0	104,000	736,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	5,000	0	0	0	0
CN	731,000	0	0	0	0
Totals	736,000	0	0	0	0

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

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	Cedar Creek		515,040	

Dayton Bridge

Rehabilitate Dayton Bridge and repair scour damage. Prior \$167,000.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2013		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.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

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	CE	Yes	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	388,600	0	0	0	0
Totals	473,000	0	0	0	0

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

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	0062(002)		WA-03616	05	2.400	CE	No	SR-503	USFS 54 (mp 2.4)	333,896	

Healy Road Preservation Project

The project includes the design and construction of an asphalt chip seal including upgrades to signs, stripping and markings. Prior \$77,053.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2013	Discretionary	256,843		0	0	256,843
Project Totals			256,843		0	0	256,843

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	256,843	0	0	0	0
Totals	256,843	0	0	0	0

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

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. Future \$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	1,200,000	694,000	0	0
Totals	0	1,200,000	694,000	0	0

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

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	4,650,000	

NE 10th Avenue

Widen to 2-lane collector standard with center turn lane, bike lanes, sidewalks, and shoulders. Prior \$1,150,000.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2013		STP(U)	2,430,000	TIB	1,007,139	62,861	3,500,000
Project Totals				2,430,000		1,007,139	62,861	3,500,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	2,059,669	1,440,331	0	0	0
Totals	2,059,669	1,440,331	0	0	0

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
17			WA-04796	08	0.500	EA	Yes	NE 154th Street	NE 164th Street	17,020,000	

NE 10th Avenue (NE 154 to NE 164th Street)

Construct a bridge over Whipple Creek and associated approaches. Road improve include two travel lanes, turn lanes or two travel lanes, intersection improvements, sidewalk, and bicycle lanes. Drainage and stormwater treatment throughout the project area and addressing required environmental mitigation.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2016	STP(U)	1,000,000		0	1,254,000	2,254,000
RW	2016		0		0	740,000	740,000
CN	2016		0		0	14,026,000	14,026,000
Project Totals			1,000,000		0	16,020,000	17,020,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	2,254,000	0
RW	0	0	0	740,000	0
CN	0	0	0	5,013,000	9,013,000
Totals	0	0	0	8,007,000	9,013,000

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

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. Prior \$12,729,000.

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	11,400,000	0	0	0	0
Totals	11,400,000	0	0	0	0

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

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). Prior \$2,047,000

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2013	STP(U)	1,000,000		0	1,066,000	2,066,000
CN	2016	STP(U)	1,000,000		0	0	1,000,000
Project Totals			2,000,000		0	1,066,000	3,066,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	2,066,000	0	0	1,000,000	0
Totals	2,066,000	0	0	1,000,000	0

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

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-04763	03	0.800	CE	Yes	NE Padden Parkway Vicinity	NE 99th Street	5,357,000	

NE 94th Avenue (NE Padden Parkway to NE 99th Street)

Improve/construct 2-lane arterial with center turn lane/median, bike lanes, and sidewalks. Provide two travel lanes north and south continuously through Padden Parkway intersection. Upgrade Padden/94th Street Intersection.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2013	STP(U)	200,000		0	370,000	570,000
RW	2013		0		0	518,000	518,000
CN	2015	STP(U)	1,800,000		0	2,469,000	4,269,000
Project Totals			2,000,000		0	3,357,000	5,357,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	350,000	220,000	0	0	0
RW	518,000	0	0	0	0
CN	0	0	4,269,000	0	0
Totals	868,000	220,000	4,269,000	0	0

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

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-04809	44	11.750	CE	Yes	NE 55th Ave	NE Ward Rd	4,785,000	

Orchards 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	500,000		0	75,000	575,000
RW	2014		0		0	10,000	10,000
CN	2016	CMAQ	2,000,000		0	2,200,000	4,200,000
Project Totals			2,500,000		0	2,285,000	4,785,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	5,000	570,000	0	0	0
RW	0	10,000	0	0	0
CN	0	0	0	4,200,000	0
Totals	5,000	580,000	0	4,200,000	0

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

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(002)		WA-02771	14	0.020	CE	No	Salmon Creek	NA	445,000	

Pleasant Valley Bridge-Scour

Pleasant Valley Bridge will undergo scour work and necessary mitigation. Prior \$65,000.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2013		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
CN	380,000	0	0	0	0
Totals	380,000	0	0	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Clark Co.	14,850,275	1,007,139	33,358,469	49,215,883

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

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-04730	18	0.000	CE	No	NA	NA	578,034	

UPWP Support

Support work elements of the UPWP, including Congestion Management Process.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2015		STP(U)	250,000		0	39,017	289,017
PE	2016		STP(U)	250,000		0	39,017	289,017
Project Totals				500,000		0	78,034	578,034

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	289,017	289,017	0
Totals	0	0	289,017	289,017	0

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

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-04731	18	0.000	CE	No	NA	NA	693,640	

VAST/TSMO Coordination and Management

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2013		STP(U)	150,000		0	23,410	173,410
PE	2014		STP(U)	150,000		0	23,410	173,410
PE	2015		STP(U)	150,000		0	23,410	173,410
PE	2016		STP(U)	150,000		0	23,410	173,410
Project Totals				600,000		0	93,640	693,640

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	173,410	173,410	173,410	173,410	0
Totals	173,410	173,410	173,410	173,410	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for RTC	1,100,000	0	171,674	1,271,674

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

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	4451(013)		WA-02749	24	0.800	CE	No	Poplar Street	NE Fourth Plain Boulevard	377,167	

162nd Avenue Fiber and Communications Project

Installation of fiber and communications hardware. Prior = \$50,867

Funding

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

Expenditure Schedule

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

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

County: Clark

Agency: Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14	4228(001)		WA-02796	28	0.870	CE	Yes	SE Ellsworth Road	Weber Arboretum	925,000	

Evergreen Highway Trail

Build bike and pedestrian trail along Evergreen Highway. Prior = \$138,750

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2013		STP(E)	125,000		0	0	125,000
CN	2013		STP(E)	661,250		0	0	661,250
Project Totals				786,250		0	0	786,250

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	125,000	0	0	0	0
CN	661,000	0	0	0	0
Totals	786,000	0	0	0	0

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

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-04118	21	0.000	CE	No	various	various	450,000	

Flashing Yellow Arrow Upgrade

Upgrade various signals throughout the City to install flashing yellow arrows for protected/permitted left-turn movements. Prior = \$100,000

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2013		HSIP	350,000		0	0	350,000
Project Totals				350,000		0	0	350,000

Expenditure Schedule

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

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

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.
19			WA-04778	28	0.500	CE	Yes	Fourth Plain Blvd	27th Street	1,042,000	

Fourth Plain Subarea Sidewalk Infill Project

Improve pedestrian facilities along Neals Lane and Rossiter Lane in the vicinity of Fourth Plain Boulevard.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2013		CMAQ	120,000		0	20,000	140,000
RW	2014		CMAQ	400,000		0	63,000	463,000
CN	2016		CMAQ	380,000		0	59,000	439,000
Project Totals				900,000		0	142,000	1,042,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	140,000	0	0	0	0
RW	0	463,000	0	0	0
CN	0	0	0	439,000	0
Totals	140,000	463,000	0	439,000	0

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

County: Clark

Agency: Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
16			WA-04777	24	2.000	CE	No	6th Street	49th Street	1,060,000	

Main St. - Columbia St. Traffic Signal Integration

Interconnect existing signals along Main/Columbia Street starting at 6th Street up to 49th Street.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2013		CMAQ	62,000		0	10,000	72,000
CN	2015		CMAQ	855,000		0	133,000	988,000
Project Totals				917,000		0	143,000	1,060,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	72,000	0	0	0	0
CN	0	0	988,000	0	0
Totals	72,000	0	988,000	0	0

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

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-04116	21	0.050	DCE	Yes	NE 104th Avenue	NE Chkalov Drive	4,590,000	

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

Safety improvement project that includes signal improvements, access management, channelization, and realignment of 104th Avenue. Prior = \$490,000

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2013	HSIP	500,000		0	0	500,000
CN	2014	HSIP	1,280,000		0	0	1,280,000
CN	2015	STP(U)	2,000,000		0	320,000	2,320,000
Project Totals			3,780,000		0	320,000	4,100,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	500,000	0	0	0	0
CN	0	3,280,000	2,320,000	0	0
Totals	500,000	3,280,000	2,320,000	0	0

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

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-04776	03	1.000	EA	Yes	Four Seasons Lane	136th Avenue	14,500,000	

NE 18th Street, Four Seasons to 136th Ave.

Improve substandard principal arterial to urban arterial standards, with 5 travel lanes, sidewalk, path, and bicycle lanes. Prior = \$1,000,000, Future = \$10,263,000

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2014	STP(U)	2,800,000		0	437,000	3,237,000
Project Totals			2,800,000		0	437,000	3,237,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	0	1,618,500	1,618,500	0	0
Totals	0	1,618,500	1,618,500	0	0

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

County: Clark

Agency: Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
16	4266(002)		WA-02750	03	1.400	CE	Yes	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. Prior = \$1,100,000, future = \$10,943,931.

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	1,156,069	0	0	0	0
Totals	1,156,069	0	0	0	0

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

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	1350(021)		WA-02794	28		CE	No	Varies	Varies	602,075	

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. Prior = \$119,075

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2014	CMAQ	394,000		0	89,000	483,000
Project Totals			394,000		0	89,000	483,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	483,000	0	0	0
Totals	0	483,000	0	0	0

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

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-04866	28	0.700	DCE	Yes	Columbia Street	Lincoln Avenue	15,500,000	

Vancouver Waterfront Trail

Construct first segment of trail and other amenities along the Vancouver Waterfront for recreational and commuter users. Future = \$10,000,000

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2013			0	OTHER	750,000	250,000	1,000,000
RW	2013			0		0	3,000,000	3,000,000
CN	2014	Discretionary - TCSP		750,000	OTHER	750,000	0	1,500,000
Project Totals				750,000		1,500,000	3,250,000	5,500,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	750,000	250,000	0	0	0
RW	3,000,000	0	0	0	0
CN	0	1,000,000	500,000	0	0
Totals	3,750,000	1,250,000	500,000	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Vancouver	11,959,250	1,500,000	4,581,369	18,040,619

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

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	7071(002)		WA-01574	03	0.100	CE	Yes	32nd Street		1,508,751	

Evergreen @ 32nd St. Reconstruct

Reconstruct intersection at Evergreen and 32nd St. including radius, turn lanes, bike and pedestrian improvements. Prior \$172,361.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2013		STP(U)	55,000		0	10,000	65,000
CN	2014		STP(U)	725,000		0	545,341	1,270,341
Project Totals				780,000		0	555,341	1,335,341

Expenditure Schedule

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

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Washougal	780,000	0	555,341	1,335,341

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

County:

Agency: WSDOT - HQS M&O

Func Cls	Project Number	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		000506A	000506A	44	0.200	CE	No	013.10	012.90	1,240,947	

I-5/Gee Creek SB SRA Major Renovation

This project demolishes the existing restroom building due to structural deficiencies and removes the permanently installed portable toilets, and adds two new restroom buildings to improve facility operations. The total number of restroom stalls on site will increase from 11 to 16. Concrete around the old building will be replaced and ADA accessible sidewalks around the new building will be included. Prior \$115,605

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2013	IM	1,102,836		0	22,056	1,124,892
Project Totals			1,102,836		0	22,056	1,124,892

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,125,342	0	0	0	0
Totals	1,125,342	0	0	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - HQS M&O	1,102,836	0	22,056	1,124,892

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

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	2012(019)	400014Q	400014Q06	44	3.500	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. Previous Authorization \$98,000.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2013		0		0	572,000	572,000
CN	2013	CMAQ	630,000		0	0	630,000
Project Totals			630,000		0	572,000	1,202,000

Expenditure Schedule

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

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

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. Prior \$10,662,225.00.

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	0	846,590	39,672,044	38,582,616	4,406,750
Totals	0	846,590	39,672,044	38,582,616	4,406,750

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
11	2051(283)	420513C	420513C06	05	4.260	CE	No	27.10	31.36	9,212,800	

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. Prior \$200,000.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2013		IM	8,832,544		0	180,256	9,012,800
Project Totals				8,832,544		0	180,256	9,012,800

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	2,229,566	6,783,234	0	0	0
Totals	2,229,566	6,783,234	0	0	0

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

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	3,219,534,162	

I-5/Columbia River Crossing/Vancouver - EIS

Increase capacity of interstate crossing (WSDOT/ODOT project). Prior \$170,957,500.00. 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	2013	STP	15,742,862		0	0	15,742,862
RW	2013	NHS	16,679,000		0	0	16,679,000
RW	2013		0		0	3,654,800	3,654,800
RW	2013	NHS	12,250,000		0	250,000	12,500,000
Project Totals			44,671,862		0	3,904,800	48,576,662

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	48,576,662	0	0	0	0
Totals	48,576,662	0	0	0	0

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

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.
12		400515Q	400515Q06	44	29.700	CE	No	0.00	11.64	952,000	

I-5/I-205 Bi-State Corridor Travel Time - Add Signing

This is a joint project between WSDOT and ODOT and will provide signing with destination travel times within the I-5 and I-205 corridors between the northerly and southerly I-5 and I-205 merge and diverge points in both states.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2013	CMAQ	72,000		0	24,000	96,000
CN	2014	CMAQ	642,000		0	214,000	856,000
Project Totals			714,000		0	238,000	952,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	52,150	43,850	0	0	0
CN	0	648,515	207,485	0	0
Totals	52,150	692,365	207,485	0	0

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01	0051(288)	400512P	400512P06	40	0.200	CE	No	19.87	20.07	7,385,200	

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

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2013		BR	6,933,696		0	141,504	7,075,200
Project Totals				6,933,696		0	141,504	7,075,200

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	813,717	3,059,817	3,055,007	146,659	0
Totals	813,717	3,059,817	3,055,007	146,659	0

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01	0051(289)	400512B	400512B06	40	0.250	CE	No	19.83	20.08	9,690,000	

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

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2013		BR	9,192,400		0	187,600	9,380,000
Project Totals				9,192,400		0	187,600	9,380,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,273,455	4,566,440	3,343,385	196,720	0
Totals	1,273,455	4,566,440	3,343,385	196,720	0

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

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		400515P	400515P06	05	9.950	CE	No	9.51	19.46	6,139,340	

I-5/NB NE 179th St to North Fork Lewis River Br Vic - Paving

Resurface deteriorating pavement with a hot mix asphalt overlay. Previous \$209,400.00.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2013	NHS	5,811,341		0	118,599	5,929,940
Project Totals			5,811,341		0	118,599	5,929,940

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	2,496,811	3,433,129	0	0	0
Totals	2,496,811	3,433,129	0	0	0

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

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September 25, 2012

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	94,767,712	

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

Reconstruct 134th St interchange. Prior \$91,367,712

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2015			0		0	3,400,000	3,400,000
Project Totals				0		0	3,400,000	3,400,000

Expenditure Schedule

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

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

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	4.800	CE	No	7.80	12.60	1,400,000	

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	694,000	1,300,000
Project Totals			679,000		0	721,000	1,400,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	18,500	531,500	850,000	0	0
Totals	18,500	531,500	850,000	0	0

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

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		401412Q	401412Q06	44		CE	No	0	0	360,000	

SR 14/Traveler Information Enhancements Phase II

Install highway advisory radio and variable message signs to improve highway operation and safety. Previous - \$40,000

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2013		DEMO	160,000		0	160,000	320,000
Project Totals				160,000		0	160,000	320,000

Expenditure Schedule

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

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
16		450005S	450005S06	40	0.010	DCE	No	8.85	8.86	45,000	

SR 500/5th Plain Creek Bridge - Scour

Install articulated concrete mattresses to protect pier foundations.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2015		STP	24,000		0	1,000	25,000
CN	2016		STP	20,000		0	0	20,000
Project Totals				44,000		0	1,000	45,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	25,000	20,000
Totals	0	0	0	25,000	20,000

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

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	87,779,001	

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. Prior \$44,117,390.00.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2013			0		0	5,706,993	5,706,993
CN	2013			0		0	37,954,618	37,954,618
Project Totals				0		0	43,661,611	43,661,611

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	5,706,993	0	0	0	0
CN	10,841,942	15,548,700	11,339,436	187,730	36,810
Totals	16,548,935	15,548,700	11,339,436	187,730	36,810

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

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	63,000	937,000	0	0	0
Totals	63,000	937,000	0	0	0

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14	0503(026)	450310M	450310M06	21	2.630	CE	No	0.18	2.81	1,909,192	

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

Reduce conflict points and increase safety by placing center median curb. Prior \$115,000.00.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2013		NHS	102,735		0	4,281	107,016
PE	2014		NHS	62,399		0	2,600	64,999
CN	2013		NHS	302,388		0	6,171	308,559
CN	2014		NHS	1,053,970		0	21,509	1,075,479
CN	2016		NHS	233,377		0	4,762	238,139
Project Totals				1,754,869		0	39,323	1,794,192

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	364,495	61,814	1,043,881	63,302	259,458
Totals	364,495	61,814	1,043,881	63,302	259,458

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

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	0.140	CE	Yes	14.29	14.43	100,000	

SR 503/Gabriel Road - Safety

This project will straighten the angle of the intersection, reducing vehicle conflicts. Previous - \$35,000. This is a partnership project with Clark County.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2013		0		0	65,000	65,000
Project Totals			0		0	65,000	65,000

Expenditure Schedule

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

**Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)**

MPO/RTPO: RTC

Y Inside

N Outside

September 25, 2012

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	8.110	CE	No	0.00	8.11	5,259,510	

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.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2013		0		0	345,510	345,510
CN	2014		0		0	4,914,000	4,914,000
Project Totals			0		0	5,259,510	5,259,510

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	346,000	4,796,376	117,134	0	0
Totals	346,000	4,796,376	117,134	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - SW	80,182,712	0	142,399,203	222,581,915

APPENDIX

Appendix A MAJOR PROJECT LIST

Introduction

The MTIP is a program of highway, transit, and other transportation related improvements. The following list of projects, from the 2012-2015 Transportation Improvement Program for Clark County, for which obligation has been implemented or delayed.

Major Projects From 2012-2015 MTIP That Were Implemented (Obligated)

(Cost in Thousands of Dollars)

Funding Type	Agency	Project Description	Phase	Federal Funds	State Funds	Local Funds	Total Funds
S. 5307	C-TRAN	Preventative Maintenance	All	\$4,104		\$1,026	\$5,130
CMAQ	Clark County	TSMO Corridor Improvement-Phase 2	CN	\$450		\$70	\$520
STP	Vancouver	NE 137th Avenue, 28th St. to 49th St.	CN	\$1,700	\$3,225	\$6,375	\$11,300
STP	Clark County	NE 88th St., Hwy. 99 to St. Johns	CN	\$4,620	\$1,200	\$5,865	\$11,685

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

Major Projects From 2012-2015 MTIP That Were Delayed

(Cost in Thousands of Dollars)

Funding Type	Agency	Project Description	Phase	Federal Funds	State Funds	Local Funds	Total Funds
STP (S)	WSDOT	I-5/Columbia River Crossing/Vancouver EIS	RW	\$15,743			\$15,743
NHS	WSDOT	I-5/Columbia River Crossing/Vancouver EIS	RW	\$16,679			\$16,679

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

 Federally Funded Pedestrian and Bicycle Project from the 2012-2015 MTIP That Were Obligated

(Cost in Thousands of Dollars)

Funding Type	Agency	Project Description	Phase	Federal Funds	State Funds	Local Funds	Total Funds
CMAQ	Vancouver	Vancouver Bicycle Mobility Program II	PE	\$103		\$16	\$119
Enhancement	Vancouver	Evergreen Highway Trail	PE	\$139			\$139
Enhancement	Clark County	2010 School Sidewalk Project	CN	\$165			\$165
STP	Vancouver	NE 137th Av., 28th St. to 49th St.	CN	\$1,700	\$3,225	\$6,375	\$11,300
STP	Clark County	NE 88th St., Hwy. 99 to St. Johns	CN	\$4,620	\$1,200	\$5,865	\$11,685
STP	Battle Ground	SE Grace Av., Rasmussen to Eaton	CN	\$1,930		\$3,070	\$5,000

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

Appendix B CMAQ PROJECT LIST

Introduction

The following list of projects are seeking CMAQ funding within the 2013-2016 Transportation Improvement Program for Clark County. This section identifies the air quality benefits for each project by providing a preliminary quantitative air quality analysis for each project.

Agency	Project Title	Project Description	Air Quality Benefits (kg per day)		
			CO	HC	NO _x
WSDOT - SW	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.	-4.276	-0.352	-0.730
WSDOT - SW	SR 503 Traveler Information - Incident Management and Communications	This project will complete the fiber communications system and deploy advanced traveler information system field devices.	-10.690	-0.879	-1.825
WSDOT - SW	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.	-6.414	-0.527	-1.095
WSDOT - SW	I-5/I-205 Bi-State Corridor Travel Time Project	Provides bi-state real time comparative travel time information on the Vancouver-Portland freeway system.	-21.350	-1.758	-3.651
C-TRAN	Fourth Plain Bus Rapid Transit Project	Construct Bus Rapid Transit along Fourth Plain corridor between downtown Vancouver and Westfield Vancouver Mall.	-112.123	-11.054	-9.475
Clark Co.	Hazel Dell-Felida Traffic Signal Optimization	Modernize, upgrade, and interconnect traffic signals in the Hazel Dell-Felida area of west Clark County.	-16.136	-1.659	3.750
Clark Co.	Orchards Signal Optimization	Modernize, upgrade, and interconnect traffic signals in the Orchards area of Clark County. Includes before and after study.	-38.727	-3.982	9.000
Clark Co.	Barberton Traffic Signal Optimization	Modernize, upgrade, and interconnect traffic signals in the Barberton area of Clark County.	-22.591	-2.323	5.250

Agency	Project Title	Project Description	Air Quality Benefits (kg per day)		
			CO	HC	NOx
Vancouver	Main St.-Columbia St. Traffic Signal Integration	Install conduits and fiber optic cables, add bike lane facilities, integrate traffic signals, and coordinate signal timing. Includes before and after study.	-41.960	-4.310	9.750
Vancouver	162nd Avenue Fiber and Communications Project	Installation of fiber and communications hardware in 162nd Avenue corridor.	-16.136	-1.659	3.750
Vancouver	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. Project will include education element.	-26.345	-2.236	-1.745