

Transportation Improvement Program

Clark County
2021-2024

DRAFT

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

October 2020



- Clark County
- Skamania County
- Klickitat County
- City of Vancouver
- City of Camas
- City of Washougal
- City of Battle Ground
- City of Ridgefield
- City of La Center
- Town of Yacolt
- City of Stevenson
- City of North Bonneville
- City of White Salmon
- City of Bingen
- City of Goldendale
- C-TRAN
- Washington DOT
- Port of Vancouver
- Port of Camas-Washougal
- Port of Ridgefield
- Port of Skamania County
- Port of Klickitat
- Cowlitz Indian Tribe
- Metro
- Oregon DOT
- 14th Legislative District
- 17th Legislative District
- 18th Legislative District
- 20th Legislative District
- 49th Legislative District



2021-2024 Transportation Improvement Program

Clark County, Washington

Published: October 2020

Southwest Washington Regional Transportation Council

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

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Southwest Washington Regional Transportation Council Membership

RTC Member Jurisdictions

Clark County	Town of Yacolt	Port of Camas/Washougal
Klickitat County	City of White Salmon	Port of Klickitat
Skamania County	City of Bingen	Port of Skamania County
City of Vancouver	City of Goldendale	Cowlitz Indian Tribe
City of Camas	City of Stevenson	Washington State Department of Transportation
City of Washougal	City of North Bonneville	Oregon Department of Transportation
City of Battle Ground	C-TRAN	Metro
City of Ridgefield	Port of Vancouver	Legislative Districts 14,17,18,20,49
City of La Center	Port of Ridgefield	

RTC Board of Directors

Shirley Craddick	Metro Councilor, Portland, Oregon
Shawn Donaghy (Vice Chair)	C-TRAN Executive Director/CEO
Carley Francis	WSDOT Southwest Region Administrator
Paul Greenlee	Washougal Council Member (Cities East Representative)
Jim Herman	Port of Klickitat Commissioner (Klickitat County Representative)
Scott Hughes (Chair)	Port of Ridgefield Commissioner (Port Representative)
Bill Iyall	Cowlitz Indian Tribe
Tom Lannen	Skamania County Commissioner (Skamania County Representative)
Temple Lentz	Clark County Councilor
Anne McEnerny-Ogle	Vancouver City Council Member
Gary Medvigy	Clark County Councilor
Ron Onslow	Ridgefield Council Member (Cities North Representative)
Eileen Quiring	Clark County Councilor
Ty Stober	Vancouver City Council Member
Rian Windsheimer	Oregon Department of Transportation, Region 1 Manager
Senate & House Members (15 Non-Voting)	Washington State Legislative Districts 14, 17, 18, 20, and 49
Matt Ransom (Secretary/Treasurer)	RTC Executive Director

Regional Transportation Advisory Committee (RTAC)

Gary Albrecht	Clark County	Brenda Howell	City of Ridgefield
Jennifer Baker	CREDC	Tom Kloster	Metro
Jennifer Campos	City of Vancouver	Colleen Kuhn	Human Services Council
Jim Carothers	City of Camas	Laurie Lebowsky	WSDOT
Rob Charles	City of Washougal	Chris Malone	City of Vancouver
Tony Cooper	City of La Center	Kim Stube	Cowlitz Indian Tribe
Taylor Eidt	C-TRAN	Scott Turnoy	ODOT
Ryan Jeynes	City of Battle Ground	Susan Wilson	Clark County
Jim Hagar	Port of Vancouver	Matt Ransom (Chair)	RTC

Location of Clark County

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

Figure 1: Location of Clark County, Washington

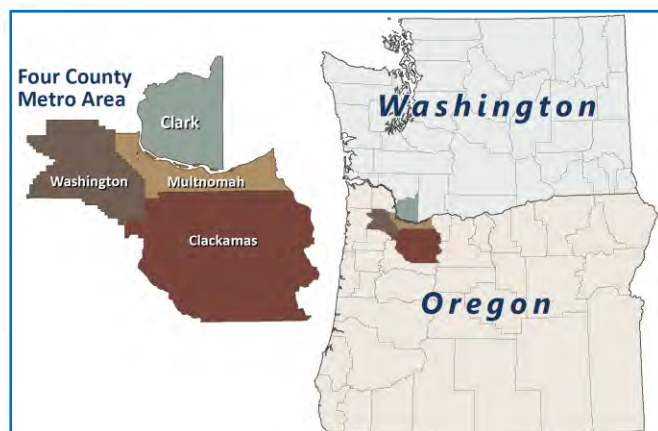
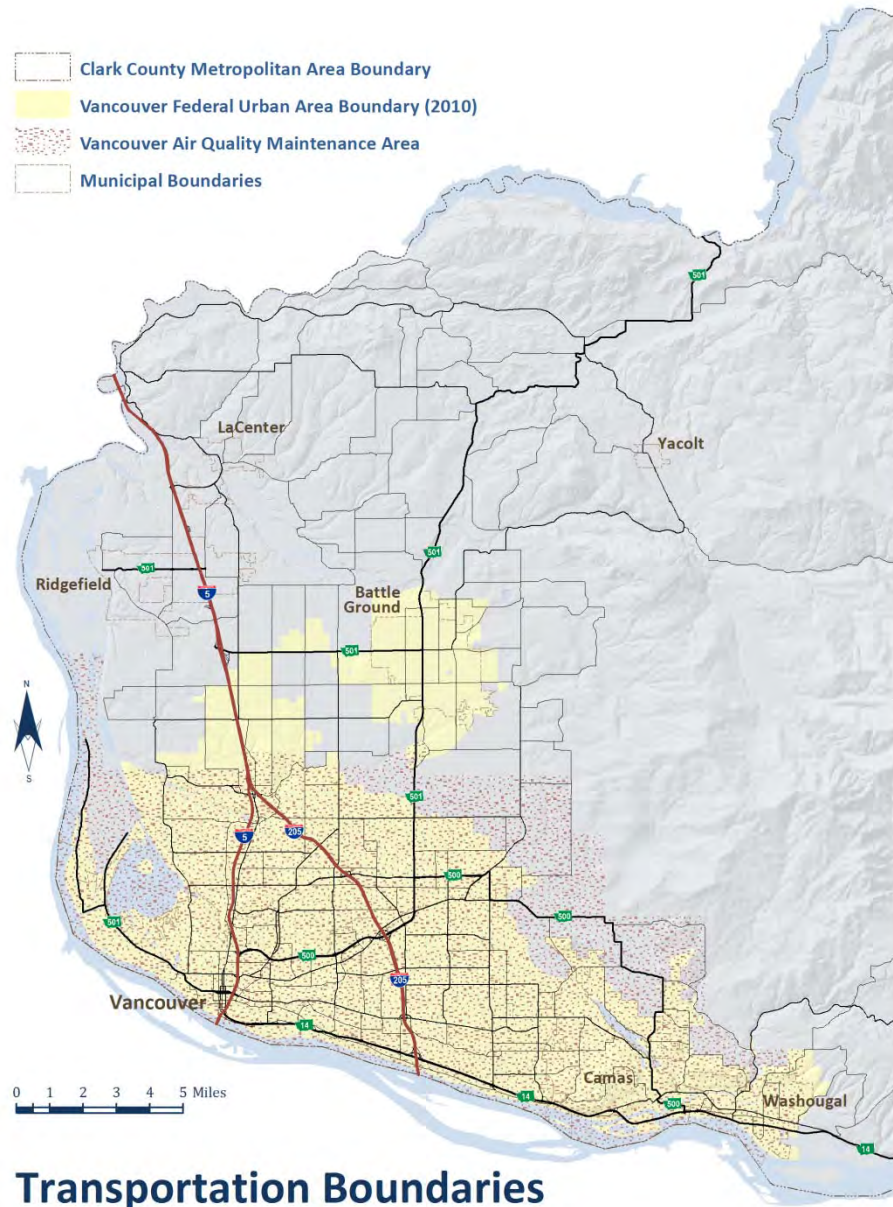


Figure 2: Transportation Boundaries



Transportation Boundaries

Chapter 1: Introduction



BACKGROUND AND PURPOSE

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

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

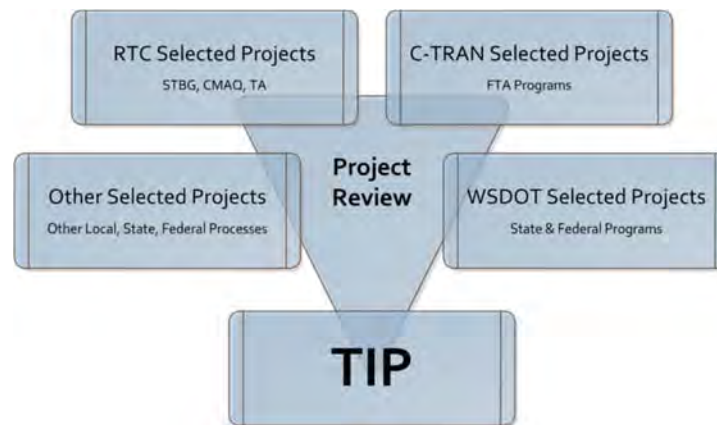
TIP DEVELOPMENT

Process

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

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

Figure 3: TIP Development Process



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

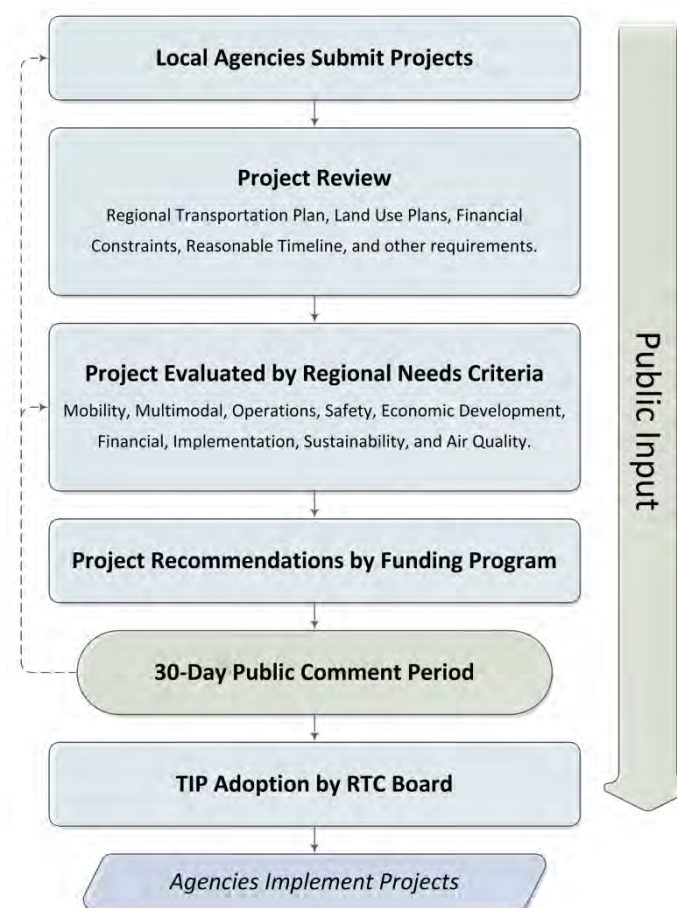
Regional Project Development Process

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

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

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

Figure 4: Regional Project Development Process



Coordination with adjacent MPOs

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



Public Involvement Process

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

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



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

Citizens and appropriate parties were provided a reasonable opportunity to comment on the TIP through a public involvement process. A TIP public comment period lasting from August 31, 2020 until October 6, 2020 was provided. The draft TIP document and project information was made available during the public comment period. Notices of the opportunity to comment on the TIP were distributed to the local media,

neighborhoods, and other interested parties. News releases and other TIP information were made available on the RTC Website. From June 2020 through October 2020, public discussions of the TIP were held during public meetings of the RTC Board of Directors, RTAC (technical committee), and other public outreach efforts. Public comments received during the comment period will be compiled and addressed in the appendices for the Transportation Improvement Program.

TIP Administration

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

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

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

TIP Administration Process

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

1. Project sponsor submits written request to RTC for change, including submitting a modified State Transportation Improvement Program (STIP) record within the online STIP database. The written request should provide sufficient detail to understand the requested change and reason for change.
2. RTC staff reviews requests to ensure that all needed information is provided and determines the type of action that is required. The request is also reviewed for financial feasibility, air quality conformity, consistency with the RTP and other state and federal requirements, etc.
3. Administrative Modifications and Amendments are posted on the RTC website: (<http://rtc.wa.gov/programs/tip/amendments>).

4. If request is an Administrative Modification, the RTC Executive Director takes action. If approved, staff will change the regional TIP and submit the change to WSDOT for inclusion in the STIP. RTAC is notified of all Administrative Modification.
5. If request is an Amendment, RTAC reviews the change and makes a recommendation to the RTC Board. If the RTC Board approves the change, staff will change the regional TIP and submit the change to WSDOT for inclusion in the STIP.
6. Once Administrative Modifications and Amendments are submitted to WSDOT, they are reviewed by WSDOT staff, approved by the Governor's representative, and receive final approval by FHWA and FTA.

Updates

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

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

Administrative Modification

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

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



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

Amendments

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

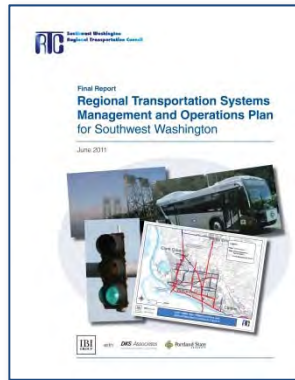
- ◆ Adding a new project, future project phase, or funding amount greater than \$3 million in federal funding.
- ◆ Adding a regionally selected project or adding regionally selected federal funds to a project.
- ◆ Major scope changes.
- ◆ Changes to a project that affects air quality conformity.
- ◆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

Transportation Alternatives (TA) Process

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

Selection of TA projects is accomplished through the regional planning process and generally begins in the spring of each odd year (2021, 2023, etc.). The process includes the following steps: 1) Call for projects, 2) Applications received by deadline, 3) Evaluation of projects using regional criteria, 4) RTAC recommends a ranked list of projects for funding, and 5) RTC Board selects and programs a list of projects for funding.

MPO CERTIFICATION STATEMENTS



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

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

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

REGIONAL TRANSPORTATION PLAN

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



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

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

CONGESTION MANAGEMENT PROCESS

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

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

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

ENVIRONMENTAL JUSTICE

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

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

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



RTC's Process for Consideration of Environmental Justice in TIP

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

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

CONSISTENCY WITH AIR QUALITY STATE IMPLEMENTATION PLAN (SIP)

Introduction

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

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

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

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



Air Quality Status

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

The Vancouver AQMA was redesignated to attainment for the CO NAAQS with an approved 10-year maintenance plan in 1996. In January 2007, the Southwest Clean Air Agency submitted a Limited Maintenance Plan (LMP) for CO to the Environmental Protection Agency for the second 10-year period. The EPA approved this LMP the following year. Based on the population growth assumptions contained in the Vancouver Limited Maintenance Plan (LMP) and the LMP's technical analysis of emissions from the on-road transportation sector, it was concluded that the area would continue to maintain CO standards.

As of October 21, 2016, the Vancouver AQMA successfully completed the 20-year "maintenance" period and is no longer required to make a conformity determination.

Applicable State Implementation Plan

The latest approved SIP for the Vancouver Air Quality Maintenance Area is the second 10-Year Limited Maintenance Plan for Carbon Monoxide approved by the EPA (73 FR 36439; June 27, 2008). On November 19, 2007, EPA published a Federal Register notice of the adequacy of the CO Limited Maintenance Plan for conformity purposes. Despite successful conclusion of the 20-year maintenance period, the control measures in the approved SIPs remain in place.





Air Quality Coordination

Although it is not mandatory, RTC will continue to coordinate and cooperate with air quality consultation agencies (Washington State Department of Ecology, EPA, FHWA, FTA, WSDOT, and SWCAA) when needed on any new regulatory and technical requirements that may affect the AQMA as well as emerging issues related to air quality and transportation. RTC will consult with the agencies, as requested, in the review, update, testing, and use of the Motor Vehicle Emissions Simulator emissions model to ensure accuracy and validity of model inputs for the Clark County region and consistency with state and federal guidance.

On-Road Emission Reduction Strategies

The State Implementation Plan (SIP) for Washington State includes an enhanced I/M vehicle emissions testing program for the Vancouver portion of the Portland-Vancouver Air Quality Maintenance Area. Washington's vehicle emission inspection program was added to the Vancouver urban area in 1993 and expanded to Brush Prairie, Battle Ground, Ridgefield and La Center in 1997.

Although not required as TCM's, there are plans for improved public transit and transit facilities. Additional efforts that contribute to emissions reductions include the 2006 Commute Trip Reduction (CTR) Efficiency Act that replaced the 1991 CTR Act. The CTR program calls for reduction of single occupant vehicle travel by major employers in the affected Urban Growth Areas of Clark County. As required by the CTR Efficiency Act, the RTC Board of Directors updated RTC's Regional CTR Plan and local CTR Plans for Vancouver, Camas, Washougal and unincorporated Clark County in May 2015 (Resolution 05-15-10). Vancouver has also voluntarily implementing a variety of local programs and promotions to encourage commute trip reduction for non-CTR employers.

PERFORMANCE MEASURES

Introduction

Federal 23 USC 150 states that performance management provides a means to the most efficient investment of federal transportation funds by focusing on national transportation goals and improving project decision making through performance-based planning and programming. Federal 23 USC Part 134 directs metropolitan planning organizations (MPOs) to take a performance-based approach to transportation planning. Metropolitan Planning Organizations (MPOs) are required

to establish and reference the performance targets and performance based plans in their TIPs and Regional Transportation Plans. The framework gives flexibility to RTC to either support WSDOT statewide performance targets, or to establish targets for the MPO. In addition C-TRAN must develop transit performance targets. By supporting WSDOT and C-TRAN targets, RTC is agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant WSDOT and C-TRAN performance targets.

RTC has agreed to supported WSDOT and C-TRAN performance targets relating to the following subject areas: Safety, pavement & bridge, system performance/congestion, freight movement, and transit asset management. C-TRAN's Public Transportation Agency Safety Plan (PTASP), which will address public transportation safety targets, is due before December 31, 2020. RTC's region is an air quality attainment area and Congestion Mitigation and Air Quality program performance measures do not apply.

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

Safety

The stated goal for Safety: to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Pursuant to these national goals, State Departments of Transportation (DOTs) are required by the federal Highway Safety Improvement Program regulations under 23 CFR 924 to set five performance targets. These five required performance targets use five year rolling averages for number of fatalities, rate of fatalities per 100 million VMT, number of serious injuries, rate of serious injuries per 100 million VMT, and number of non-motorized fatalities and non-motorized serious injuries. These targets are required for all public roads regardless of ownership or functional class.

MPOs are also required to establish the same five target areas with the state Department of Transportation for all public roads within 180 days of submittal of the state established targets. RTC agreed to plan and program projects so that they contribute to the WSDOT safety targets as reported to the Federal Highway Administration as part of WSDOT's Highway Safety Improvement Program annual submittal.

Pavement & Bridge

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

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

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

System Performance (Congestion) & Freight Movement

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

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

One such way WSDOT and its partner MPOs and RTPOs are working to make performance-supporting projects and programs clear to the legislature is through the Plan Alignment Work Group. A major focus of the group is to increase the consistency

between regional plans and WSDOT's statewide plans, which includes sharing and collaboratively perfecting the data and information necessary to identify a comprehensive list of financial forecasts, maintenance needs, and project priorities related to the state system within MPOs and RTPOs.

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

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

Transit Asset Management

Transit Asset Management (TAM) uses transit asset condition to guide how to manage capital assets and prioritize funding to improve or maintain a state of good repair. C-TRAN is required to develop a Transit Asset Management Plan, and report annually on progress towards helping to meet these targets. In 2018, C-TRAN adopted a four-year Transit Asset Management Plan.

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

Chapter 2: Financial Plan and Resources

INTRODUCTION

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

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

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

Assumptions

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

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

Maintenance can cost 4 to 8 times more when deferred.

Operation and Maintenance Cost

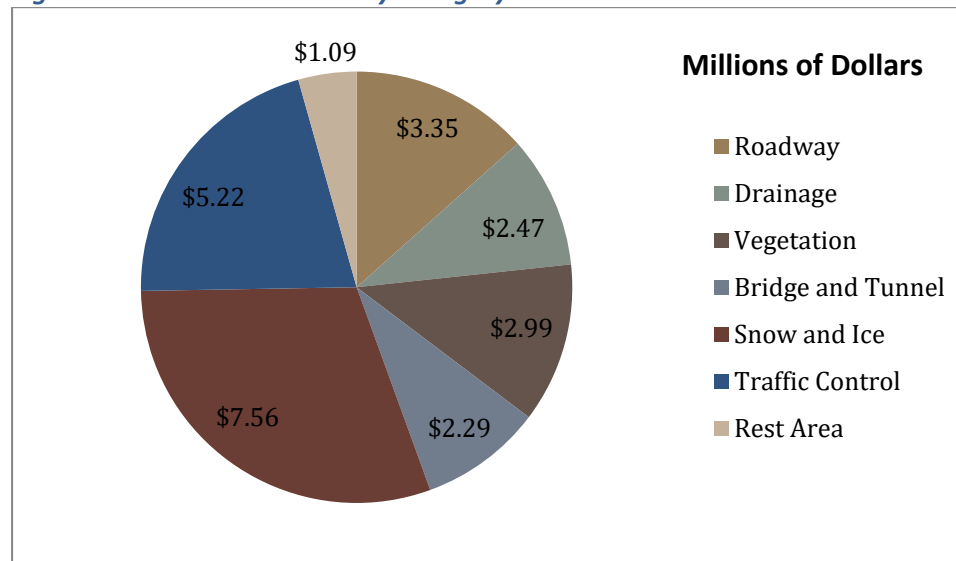
Maintenance and preservation costs for state and local agencies are being estimated based on historical data from the WSDOT Finance Division and the Southwest Region.

Before consideration can be given to system expansion, the region needs to ensure that sufficient money is available to adequately maintain, preserve and operate the transportation system already in existence. It costs, on average, \$77.7 million annually to maintain and operate the roadway system in Clark County.

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

The following chart shows the maintenance costs by category.

Figure 5: Maintenance Costs by Category



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



Over the last 13 years, Clark County and the cities in the region have spent more than 39% of their local transportation revenue on preservation and maintenance. Much of the region’s infrastructure was built many decades ago and will require significant efforts in preservation, or will need to be replaced over the next three decades. As the transportation system ages and grows over the 21-year period, maintenance and preservation needs are expected to increase to 44% of transportation revenues in the future due to expanded road miles to maintain as well as the costs of deferred maintenance. Consequently, the proportion of transportation dollars needed to preserve and maintain infrastructure may increase and could require tradeoffs between making capital investment and preserving system integrity.

The estimated annual cost of operating C-TRAN’s existing service for 2018 is about \$60 million which is expected to rise as C-TRAN increases the size of bus fleet and expands its transit facilities in the future. The 2016 update to C-TRAN’s 2030 Plan, first adopted by the C-TRAN Board of Directors in June 2010, preserves existing bus service and looks to future needs by: adding new bus routes; adding frequency on existing bus routes; constructing bus rapid transit in the Fourth Plain Corridor; and expanding paratransit service to meet growing demand. Fixed route service hours are projected to increase by 50% to 446,000 hours. Additionally, as the Clark County population ages, the demand for paratransit service will increase, resulting in a greater portion of available resources supporting this service. Paratransit service hours, for example, are projected to increase by 148% by 2030, from approximately 24 % today to 34 % of the operating budget in 2030.

The following Table 1 summarizes preservation and maintenance costs for local and state facilities based on historical expenditures over the last 10 years. Annual transit information is from C-TRAN’s 2018 Annual Financial Report. 21-year data is from the 2016 update to C-TRAN’s 2030 Plan.

Table 1: Estimated Preservation and Maintenance Costs

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

Source: WSDOT, C-TRAN

DESCRIPTION OF REVENUE SOURCES

FEDERAL

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

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

Better Utilizing Investments to Leverage Development (BUILD)

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

Infrastructure For Rebuilding America (INFRA)

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

National Highway Performance Program (NHPP)

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

Highway Safety Improvement Program (HSIP)

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

National Highway Freight Program (NHFP)

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



Congestion Mitigation and Air Quality (CMAQ)

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

Surface Transportation Block Grant (STBG)

The FAST Act converts the long-standing Surface Transportation Program into the Surface Transportation Block Grant Program acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program's name with



how FHWA has historically administered it. The STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.

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

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

Highway Infrastructure Program (HIP)

The recent Omnibus bill contained an allocation of funds under the Highway Infrastructure Program (HIP). The HIP funds may be used for restoration, repair, construction and other activities eligible under the Surface Transportation Program (STP). Funds must be obligated by annual date or funds lapse.

FTA Section 5307

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

FTA Section 5309

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

FTA Section 5310

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

FTA Section 5337

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

FTA Section 5339

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

STATE

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



Connecting Washington (CWA)

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

Washington State Department of Transportation (WSDOT)

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

WSDOT Grant Programs

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

Transportation Improvement Board (TIB) Programs

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

- ◆ **Urban Arterial Program (UAP):** Funding provided to improve safety and mobility along arterial streets in urban areas.
- ◆ **Sidewalk Program (SP):** Funding provided for pedestrian projects that enhance and promote pedestrian safety and mobility. There is both an urban and small city sidewalk program.
- ◆ **Urban Preservation Program (APP):** Funding provided for overlay of federally classified arterial streets in cities with a population greater than 5,000 and assessed valuation less than \$2 billion.

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

County Road Administration Board (CRAB)

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

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

Washington State Recreation and Conservation Office (RCO)

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

LOCAL

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

Property Tax

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

Arterial Street Fund (ASF)

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

Transportation Impact Fees (TIF)

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

Road Improvement District (RID)

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

Frontage Improvement Agreements

Most developments are required to construct frontage improvements. In cases where the development abuts a proposed road improvement project, it is often beneficial for the developer to pay local government



for their share of the road improvement and for local government to construct the improvements as part of the overall capital project.

Latecomers Fees

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

Sales and Use Tax

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

RCW 81.104 (High Capacity Transit Legislation)

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

Transit-Fare

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



PROJECT SELECTION

Projects programmed in the first two years of the 2021-2024 Transportation Improvement Program constitute an “agreed to” list of projects for implementation. However, due to federal fiscal constraints in any one year and a statewide management of funds on a first come basis, implementation of projects in the year programmed cannot be guaranteed.

FINANCIAL FEASIBILITY

Financial feasibility is accomplished by demonstration that adequate resources are available to implement the projects programmed in the TIP. The TIP for Clark County demonstrates that it is a financially realistic program, in that projected revenue by program is adequate to meet the estimated cost of programmed projects for each year. As illustrated on Table 2, there is a remaining balance of revenue between years 2021-2024.

Table 2: 2021-2024 Financial Feasibility Summary

(Cost in Thousands of Dollars)

Funding Type	Year	Carry-Over Previous Yr.	Allocation	Available Revenue	Program Totals	Remaining Funds
Section 5307	2021	\$0	\$5,400	\$5,400	\$5,400	\$0
	2022	\$0	\$5,400	\$5,400	\$5,400	\$0
	2023	\$0	\$5,400	\$5,400	\$5,400	\$0
	2024	\$0	\$5,400	\$5,400	\$5,400	\$0
Section 5310	2021	\$364	\$360	\$724	\$724	\$0
	2022	\$0	\$360	\$360	\$360	\$0
	2023	\$0	\$360	\$360	\$360	\$0
	2024	\$0	\$360	\$360	\$360	\$0
Section 5337	2021	\$115	\$125	\$240	\$240	\$0
	2022	\$0	\$125	\$125	\$125	\$0
	2023	\$0	\$125	\$125	\$125	\$0
	2024	\$0	\$125	\$125	\$125	\$0
Section 5339	2021	\$681	\$650	\$1,331	\$1,330	\$0
	2022	\$0	\$650	\$650	\$650	\$0
	2023	\$0	\$650	\$650	\$650	\$0
	2024	\$0	\$650	\$650	\$650	\$0

Table 2 Continued: 2021-2024 Financial Feasibility Summary

(Cost in Thousands of Dollars)

Funding Type	Year	Carry-Over Previous Yr.	Allocation	Available Revenue	Program Totals	Remaining Funds
CMAQ	2021	\$627	\$2,977	\$3,603	\$3,532	\$71
	2022	\$71	\$2,977	\$3,048	\$3,005	\$43
	2023	\$43	\$2,977	\$3,020	\$2,720	\$300
	2024	\$300	\$2,977	\$3,276	\$2,377	\$899
STBG Regional	2021	\$158	\$6,714	\$6,872	\$6,798	\$74
	2022	\$74	\$6,714	\$6,789	\$6,390	\$399
	2023	\$399	\$6,714	\$7,113	\$6,383	\$730
	2024	\$730	\$6,714	\$7,444	\$6,406	\$1,038
HIP	2021	\$396	\$0	\$396	\$396	\$0
TA	2021	\$187	\$560	\$747	\$0	\$747
	2022	\$747	\$560	\$1,307	\$1,100	\$207
	2023	\$207	\$560	\$767	\$0	\$767
	2024	\$767	\$560	\$1,327	\$0	\$1,327
STP-Bridge	2022	\$0	\$1,814	\$1,814	\$1,814	\$0
HSIP	2021	\$0	\$4,287	\$4,287	\$4,287	\$0
	2022	\$0	\$4,358	\$4,358	\$4,358	\$0
	2023	\$0	\$130	\$130	\$130	\$0
STP-State	2021	\$0	\$2,400	\$2,400	\$2,400	\$0
NHPP	2021	\$0	\$18,023	\$18,023	\$18,023	\$0
	2022	\$0	\$14,653	\$14,653	\$14,653	\$0
	2023	\$0	\$17,622	\$17,622	\$17,622	\$0
	2024	\$0	\$24,019	\$24,019	\$24,019	\$0
DEMO	2021	\$0	\$722	\$722	\$722	\$0
State/Local	2021	\$0	\$94,892	\$94,892	\$94,892	\$0
	2022	\$0	\$60,083	\$60,083	\$60,083	\$0
	2023	\$0	\$54,487	\$54,487	\$54,487	\$0
	2024	\$0	\$58,144	\$58,144	\$58,144	\$0
Financial Feasibility		\$2,527	\$422,777	\$425,304	\$422,040	\$3,264



Chapter 3: 2021-2024 Funding Secured Projects

INTRODUCTION

Chapter III includes the list of all federally funded and regionally significant funded transportation projects within the Clark County, Washington region. Only regionally significant projects that plan to obligate funds within the next four years are included in this chapter. The list of projects included in the Transportation Improvement Program (TIP) often change and the most updated list of projects can be found at <http://wsdot.wa.gov/LocalPrograms/Projects/Reports/ProjectSearch.aspx>.

Projects programmed in the first two years of the 2021-2024 Transportation Improvement Program constitute an “agreed to” list of projects for implementation. The third and fourth years of projects will proceed in future years.

Program Summary

The program of planned projects for 2021-2024 is provided on the annual summary sheets beginning on page 32. The annual program summary includes the projects by funding source and project phase. Project phases include Preliminary Engineering (PE), Right-of-Way (RW), and Construction (CN). Project information includes project priority, sponsoring agency, project name, project description, performance measures, phase, and funding information.

STIP Project Information

State Transportation Improvement Program detailed project pages are included after the Program Summary and begin following page 40 (STIP pages 2-70). In this section, detailed information is provided on each project individually. This detailed project information includes project title, project description, funding information and other project information. Projects are listed in alphabetical order by agency and project name.

Table 3: 2021 Summary

Year of Expenditure Cost in Thousands of Dollars

Funding Type	Priority	Agency	Project Description	Perform Measure	Phase	Federal Funds	State Funds	Local Funds	Total Funds
Section 5307	1	C-TRAN	Preventative Maintenance	T	All	\$5,400		\$1,350	\$6,750
	Section 5307 Program Totals					\$5,400	\$0	\$1,350	\$6,750
Section 5310	1	C-TRAN	ADA Expansion	NS	All	\$724		\$181	\$905
	Section 5310 Program Totals					\$724	\$0	\$181	\$905
Section 5337	1	C-TRAN	Bus Replacement	T	All	\$240		\$60	\$299
	Section 5337 Program Totals					\$240	\$0	\$60	\$299
Section 5339	1	C-TRAN	Bus Replacement	T	All	\$1,330		\$333	\$1,663
	Section 5339 Program Totals					\$1,330	\$0	\$333	\$1,663
CMAQ	1	Clark County	Signal Timing, Evaluation, Verification, Enh. 2	S, C, AQ	CN	\$240		\$83	\$323
	2	Clark County	NE 134th Corridor Adaptive Traffic Signals	S, C, AQ	CN	\$523		\$144	\$667
	3	WSDOT	I-205/NB Mill Plain On Ramp - Ramp Meter	S, C, AQ	CN	\$298		\$102	\$400
	4	Clark County	System-Wide Signal Enhancement	S, C, AQ	PE	\$471		\$129	\$600
	5	C-TRAN	Bus Replacement, Electric Buses	AQ, T	All	\$500		\$125	\$625
	6	C-TRAN	Mill Plain Bus Rapid Transit <i>BRT from East Vancouver to Downtown Vancouver</i>	S, C, AQ, T	PE CN	\$500 \$1,000		\$1,385 \$0	\$1,885 \$1,000
	CMAQ Program Totals					\$3,532	\$0	\$1,968	\$5,500
STBG-Region Urban	1	Vancouver	SE 1st Street, 162nd Av. to 192nd Av. <i>Widen to 3 lane road with sidewalk and bike lanes</i>	S, P, C, F, NS	CN	\$2,200	\$3,000	\$5,142	\$10,342
	2	Battle Ground	SW Eaton Boulevard, SW 20th Av. to SR-503 <i>Widen to 3 lane road with sidewalk and bike lanes</i>	S, P, F, NS	RW	\$825		\$129	\$954
	3	Clark County	NE 99th Street, NE 94th Av. to 117th Av. <i>New 3 lane road with sidewalk and bike lanes</i>	S, P, C, F, NS	CN	\$2,350		\$14,799	\$17,149
	4	Battle Ground	SR-502/SR-503 Right turn Lanes <i>Add right turn lanes</i>	S, P, C, F, NS	CN	\$500		\$1,565	\$2,065
	5	WSDOT	I-205 SB 134th St. to Mill Plain Blvd Ramp Meter <i>Add southbound ramp meters</i>	S, C, F, AQ	PE	\$373		\$128	\$500
	6	RTC	Safety Plans	S	PL	\$100		\$16	\$116
	7	RTC	UPWP & CMP Support	C	PL	\$390		\$61	\$451
Rural	1	RTC	UPWP & CMP Support		PL	\$60		\$9	\$69
	STP (Regional) Program Totals					\$6,798	\$3,000	\$21,849	\$31,646

Table 3 Continued: 2021 Summary

Year of Expenditure Cost in Thousands of Dollars

Funding Type	Priority	Agency	Project Description	Perform Measure	Phase	Federal Funds	State Funds	Local Funds	Total Funds	
HIP	1	Vancouver	SE 1st Street, 162nd Av. to 192nd Av. <i>Widen to 3 lane road with sidewalk and bike lanes</i>	S, P, C, F, NS	CN	\$396		\$0	\$396	
	Highway Infrastructure Program Totals						\$396	\$0	\$0	\$396
TA	Transportation Alternatives Program Totals						\$0	\$0	\$0	\$0
HSIP	1	Battle Ground	Captain Strong & Chief Umtuch School Zone Upgrade <i>Install traffic control and traffic calming devices</i>	S	PE RW CN	\$25 \$3 \$85		\$3 \$1 \$0	\$28 \$3 \$85	
	1	Battle Ground	Country Terrace Subdivision Safety Upgrades <i>Install traffic control and traffic calming devices</i>	S	PE RW CN	\$5 \$3 \$129		\$3 \$1 \$0	\$8 \$3 \$129	
	1	Clark County	NE 119th St./NE 152nd Avenue Intersection <i>Construct Roundabout</i>	S	CN	\$2,460		\$1,277	\$3,737	
	1	Vancouver	Fourth Plain Blvd Road Diet, F St. to Ft. Vancouver <i>Reduce from four lanes to 3 lanes</i>	S	CN	\$715		\$0	\$715	
	1	WSDOT	SR-500/Robinson Rd and NE 3rd St-Intersection Imp.	S	RW	\$864		\$18	\$881	
	Highway Safety Improvement Program Totals						\$4,287	\$0	\$1,302	\$5,589
	STP-State	1	WSDOT	Asphalt/Chip Seal Preservation SW MPO-Clark Co.	P	CN	\$2,400		\$48	\$2,447
STP-State Program Totals						\$2,400	\$0	\$48	\$2,447	
NHPP	1	WSDOT	Asphalt/Chip Seal Preservation SW MPO-Clark Co. <i>Resurface</i>	P	PE CN	\$404 \$840		\$16 \$17	\$420 \$858	
	1	WSDOT	I-5/E Fork Lewis River Bridge NB - Replace	B	CN	\$15,952	\$15,952	\$0	\$31,904	
	1	WSDOT	I-5/N Fork Lewis River Bridge SB-Truss Repair	B	PE	\$240		\$10	\$250	
	1	WSDOT	I-5/N of 63rd St. Bridge- Drainage Improvements	B	PE	\$145		\$6	\$151	
	1	WSDOT	SR-500/NE 42nd and 54th Ave - Intersection Imp.	S	PE RW	\$432 \$10		\$18 \$0	\$450 \$10	
	National Highway Performance Program Totals						\$18,023	\$15,952	\$68	\$34,042
DEMO	1	WSDOT	I-5/E Fork Lewis River Bridge NB - Replace	B	RW CN	\$82 \$640		\$2 \$0	\$84 \$1,280	
	Demo Totals						\$722	\$640	\$2	\$1,364

Table 3 Continued: 2021 Summary

Year of Expenditure Cost in Thousands of Dollars

Funding Type	Priority	Agency	Project Description	Perform Measure	Phase	Federal Funds	State Funds	Local Funds	Total Funds	
State/Local	1	Battle Ground	NW 12th Avenue/NW 1st Street Right Turn Lane <i>Add southbound right turn lane</i>	S, C	CN		\$420	\$30	\$450	
	1	Battle Ground	NW 15th Av/W Main St. Intersection Imp. <i>Widen to 4 lanes w/dual left turn lanes</i>	S, C, F	RW CN		\$200 \$565	\$0 \$0	\$200 \$565	
	1	Battle Ground	NW 5th Street <i>New urban collector SR-503 to N. Parkway Av.</i>	S, C	PE RW		\$200 \$300	\$0 \$0	\$200 \$300	
	1	Battle Ground	SE Grace Avenue Phase 2 Improvements <i>Realign and widen to three lane facility</i>	S, P, C, F, NS	PE			\$328	\$328	
	1	Battle Ground	SR-502/SR-503 Right Turn Lanes	S, C, F	RW		\$50	\$0	\$50	
	1	Battle Ground	SR-503 Shared Use Pathway <i>Construct path between Main St. and Onsdorff Blvd.</i>	S, NS	RW CN		\$10 \$797	\$2 \$11	\$12 \$808	
	1	C-TRAN	Mill Plain Bus Rapid Transit	NS	RW			\$676	\$676	
	1	Clark County	NE 179th Street at NE 29th and 50th Avenues <i>Construct Roundabouts</i>	S, F, AQ	PE RW			\$4,530 \$3,722	\$4,530 \$3,722	
	1	Clark County	NE 68th Street Sidewalk	S, NS	RW			\$356	\$356	
	1	Clark County	NE Hazel Dell Avenue Sidewalk Improvements	S, NS	RW			\$50	\$50	
	1	Vancouver	NW Neighborhood Connectivity Improvements <i>Construct sidewalk/path and shared bicycle facility</i>	S, NS	RW			\$36	\$36	
	1	WSDOT	I-5 Columbia River Interstate Bridge-Replacement	B, F	PE			\$15,288	\$15,288	
	1	WSDOT	I-5/NB Interstate Bridge-Restore Bearing and Gear	B, F	PE			\$15	\$15	
	1	WSDOT	I-5/SB E Fork Lewis Rv to N Fork Lewis Rv-Pavement	B, P	CN		\$5,718	\$0	\$5,718	
	1	WSDOT	SR-14/I-205 to SE 164th Av-Auxiliary Lanes	P, C, F	PE		\$7,810	\$0	\$7,810	
	1	WSDOT	SR-501/I-5 to W 26th St. Ext.-Profile	S, P, F	CN		\$5,751		\$5,751	
	1	WSDOT	SR-501/I-5 to W 26th St. Ext.-ADA	NS	CN			\$1,152	\$1,152	
	1	WSDOT	SWR Strategic Bridge Preservation 21-23	P	CN		\$125	\$0	\$125	
	State/Local Totals						\$0	\$21,945	\$26,196	\$48,142

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

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

Table 4: 2022 Summary

Year of Expenditure Cost in Thousands of Dollars

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

Table 4 Continued: 2022 Summary

Year of Expenditure Cost in Thousands of Dollars

Funding Type	Priority	Agency	Project Description	Perform Measure	Phase	Federal Funds	State Funds	Local Funds	Total Funds
STP-Bridge	1	Clark County	Cast-in-Place Bridge Bundle	B	CN	\$758		\$0	\$758
	1	Clark County	Fiber Reinforced Polymer Bridge Bundle	B	CN	\$1,055		\$0	\$1,055
	STP-Bridge Totals					\$1,814	\$0	\$0	\$1,814
HSIP	1	WSDOT	SR-500/Robinson Rd and NE 3rd St-Intersection Imp.	S	CN	\$4,326		\$88	\$4,414
	1	WSDOT	SWR Breakaway Cable Terminal Replacement-N. Int.	S	PE	\$32		\$1	\$33
	HSIP Totals					\$4,358	\$0	\$90	\$4,447
NHPP	1	WSDOT	21-23 SWR Regionwide Basic Safety-Guardrail	S	PE	\$13		\$1	\$14
	1	WSDOT	21-23 SWR Regionwide Basic Safety-Signing	S	PE	\$30		\$1	\$31
	1	WSDOT	Asphalt/Chip Seal Preservation SW MPO-Clark Co.	P	CN	\$4,222		\$84	\$4,307
	1	WSDOT	I-5/N Fork Lewis River Bridge SB- Truss Repair	B	CN	\$4,655		\$95	\$4,750
	1	WSDOT	I-5/N of 63rd St. Bridge- Drainage Improvements	B	CN	\$304		\$13	\$316
	1	WSDOT	SR-500/NE 42nd and 54th Ave - Intersection Imp.	S	CN	\$5,429		\$111	\$5,540
	NHPP Program Totals					\$14,653	\$0	\$305	\$14,958
State/Local	1	Battle Ground	NW 5th Street <i>New urban collector SR-503 to N. Parkway Av.</i>	S, C	CN		\$1,998	\$502	\$2,500
	1	Clark County	NE 15th Avenue, NE 179th St. to NE 10th Av.	S, P, C, F	RW			\$252	\$252
	1	Clark County	NE 182nd Avenue/Ne Risto Road	S,P,F	RW			\$295	\$295
	1	Clark County	NE Hazel Dell Avenue Sidewalk Improvements	S, NS	CN		\$225	\$784	\$1,009
	1	WSDOT	I-5 Columbia River Interstate Bridge-Replacement	B, F	PE			\$18,992	\$18,992
	1	WSDOT	I-5/NB Interstate Bridge-Restore Bearing and Gear	B, F	CN			\$260	\$260
	1	WSDOT	SR-14/I-205 to SE 164th Av-Auxiliary Lanes	P, C, F	CN		\$12,777	\$0	\$12,777
	State/Local Program Totals					\$0	\$15,000	\$21,085	\$36,085

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

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

Table 5: 2023 Summary

Year of Expenditure Cost in Thousands of Dollars

Funding Type	Priority	Agency	Project Description	Perform Measure	Phase	Federal Funds	State Funds	Local Funds	Total Funds
Section 5307	1	C-TRAN	Preventative Maintenance	T	All	\$5,400		\$1,350	\$6,750
	Section 5307 Program Totals					\$5,400	\$0	\$1,350	\$6,750
Section 5310	1	C-TRAN	ADA Expansion	NS	All	\$360		\$90	\$450
	Section 5310 Program Totals					\$360	\$0	\$90	\$450
Section 5337	1	C-TRAN	Bus Replacement	T	All	\$125		\$31	\$156
	Section 5337 Program Totals					\$125	\$0	\$31	\$156
Section 5339	1	C-TRAN	Bus Replacement	T	All	\$650		\$163	\$813
	Section 5339 Program Totals					\$650	\$0	\$163	\$813
CMAQ	1	WSDOT	I-205 SB 134th St. to Mill Plain Blvd Ramp Meter <i>Add southbound ramp meters</i>	S, C, F, AQ	CN	\$2,120		\$751	\$2,871
	2	WSDOT	Southwest Washington Regional Signal System	C, AQ	CN	\$600		\$205	\$805
	CMAQ Program Totals					\$2,720	\$0	\$956	\$3,676
STP-Regional STP-Urban	1	Vancouver	NE 137th Av. Corridor Completion <i>Improve to 3 lane with roundabouts</i>	S, P, C, F, NS	CN	\$2,950		\$11,550	\$14,500
	2	Camas	NW 38th Avenue Improvements Phase 3 <i>Improve to 3 lane road with sidewalk and bike lanes</i>	S, P, NS	RW	\$478		\$335	\$813
	3	Clark County	Salmon Creek/Hazel Dell Adaptive Signal	S, C, AQ,	CN	\$780		\$228	\$1,008
	4	Clark County	NE 152nd Avenue, Padden to NE 99th St. <i>Improve to 2 lanes with bike lanes and sidewalk</i>	S, P, C, NS	PE	\$500		\$345	\$845
	5	Clark County	NE 179th Street at NE 29th and 50th Avenues <i>Construct Roundabouts</i>	S, F, AQ	PE	\$500		\$0	\$500
	6	RTC	VAST/TSMO Coordination and Mgt.	C	PL	\$375		\$59	\$434
	7	RTC	UPWP & CMP Support	C	PL	\$440		\$69	\$509
Rural	1	Clark County	NE 182nd Avenue/NE Risto Road - Roundabout	S, P, F	CN	\$300		\$2,064	\$2,364
	2	RTC	UPWP & CMP Support		PL	\$60		\$9	\$69
	STP (Regional) Program Totals					\$6,383	\$0	\$14,659	\$21,042
TA	Transportation Alternatives Program Totals					\$0	\$0	\$0	\$0
HSIP	1	WSDOT	SWR Breakaway Cable Terminal Replacement-N. Int.	S	CN	\$130		\$3	\$132
	HSIP Program Totals					\$130	\$0	\$3	\$132

Table 5 Continued: 2023 Summary

Year of Expenditure Cost in Thousands of Dollars

Funding Type	Priority	Agency	Project Description	Perform Measure	Phase	Federal Funds	State Funds	Local Funds	Total Funds
NHPP	1	WSDOT	21-23 SWR Regionwide Basic Safety-Guardrail	S	CN	\$144		\$3	\$147
	1	WSDOT	21-23 SWR Regionwide Basic Safety-Signing	S	CN	\$345		\$7	\$353
	1	WSDOT	23-25 SWR Regionwide Basic Safety-Signing	S	PE	\$20		\$1	\$21
	1	WSDOT	Asphalt/Chip Seal Preservation SW MPO-Clark Co.	P	PE	\$241		\$10	\$250
	1	WSDOT	I-5/E Fork Lewis River Bridge NB - Replace	B	CN	\$15,952	\$15,952	\$0	\$31,904
	1	WSDOT	I-5/NB Lewis River Bridge-Deck Repair and Overlay	B, P	PE	\$566		\$24	\$589
	1	WSDOT	I-5/SB Lewis River Bridge-Deck Overlay	B, P	PE	\$355		\$15	\$370
NHPP Program Totals						\$17,622	\$15,952	\$59	\$33,633
State/Local	1	Clark County	I-5/NE 179th Street	S, P, C, F	RW			\$3,800	\$3,800
	1	Clark County	NE 152nd Avenue, Padden to NE 99th St.	S, P, C, NS	RW			\$800	\$800
	1	La Center	4th Street widening between Cedar and Highland	S, B, NS	RW			\$400	\$400
	1	Vancouver	NW Neighborhood Connectivity Improvements	S, NS	CN		\$500	\$800	\$1,300
	1	WSDOT	I-5/179th Street Interchange	S,P,B,C,F	PE		\$5,000		\$5,000
	1	WSDOT	I-5/Interstate Bridge - Electrical Control System	B	CN			\$500	\$500
	1	WSDOT	I-5/Mill Plain Blvd - Reconstruct Interchange	S, P, C, F	PE		\$9,300		\$9,300
	1	WSDOT	SWR Strategic Bridge Preservation 23-25	P	CN		\$125		\$125
State/Local Program Totals						\$0	\$14,925	\$6,300	\$21,225

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

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

Table 6: 2024 Summary

Year of Expenditure Cost in Thousands of Dollars

Funding Type	Priority	Agency	Project Description	Perform Measure	Phase	Federal Funds	State Funds	Local Funds	Total Funds	
Section 5307	1	C-TRAN	Preventative Maintenance	T	All	\$5,400		\$1,350	\$6,750	
	Section 5307 Program Totals						\$5,400	\$0	\$1,350	\$6,750
Section 5310	1	C-TRAN	ADA Expansion	NS	All	\$360		\$90	\$450	
	Section 5310 Program Totals						\$360	\$0	\$90	\$450
Section 5337	1	C-TRAN	Bus Replacement	T	All	\$125		\$31	\$156	
	Section 5337 Program Totals						\$125	\$0	\$31	\$156
Section 5339	1	C-TRAN	Bus Replacement	T	All	\$650		\$163	\$813	
	Section 5339 Program Totals						\$650	\$0	\$163	\$813
CMAQ	1	C-TRAN	Bus Replacement, Electric Buses	AQ, T	CN	\$600		\$150	\$750	
	2	WSDOT	I-205 SB 134th St. to Mill Plain Blvd Ramp Meter <i>Add southbound ramp meters</i>	S, C, F, AQ	CN	\$703		\$249	\$952	
	3	Clark County	Orchards Sifton Adaptive Signals <i>Add adaptive signals on 76th St, 99th St, Ward Rd.</i>	S, C, F, AQ	PE CN	\$68 \$932		\$17 \$263	\$85 \$1,195	
	4	WSDOT	I-5/NB Fourth Plain on Ramp-Ramp Meter	S, C, F, AQ	PE	\$75		\$26	\$100	
	CMAQ Program Totals						\$2,377	\$0	\$704	\$3,082
STBG-Region	Urban	1	Camas	NW 38th Avenue Improvements Phase 3 <i>Improve to 3 lane road with sidewalk and bike lanes</i>	S, NS	CN	\$1,436		\$1,963	\$3,399
		2	Vancouver	Jefferson-Kauffman Realignment Project	S, NS	CN	\$1,840		\$6,635	\$8,475
		3	Clark County	NE 179th Street at NE 29th and 50th Avenues <i>Construct Roundabouts</i>	S, F, AQ	CN	\$1,200		\$27,106	\$28,306
		4	RTC	VAST/TSMO Coordination and Mgt.	C	PL	\$385		\$60	\$445
	Rural	5	RTC	UPWP & CMP Support	C	PL	\$440		\$69	\$509
		1	La Center	4th Street widening between Cedar and Highland	S, B, NS	CN	\$1,045		\$12,677	\$13,722
		2	RTC	UPWP & CMP Support		PL	\$60		\$9	\$69
		STP (Regional) Program Totals						\$6,406	\$0	\$48,519
TA	Transportation Alternatives Program Totals					\$0	\$0	\$0	\$0	

Table 6 Continued: 2024 Summary

Year of Expenditure Cost in Thousands of Dollars

Funding Type	Priority	Agency	Project Description	Perform Measure	Phase	Federal Funds	State Funds	Local Funds	Total Funds
NHPP	1	WSDOT	23-25 SWR Regionwide Basic Safety-Signing	S	CN	\$185		\$4	\$189
	1	WSDOT	Asphalt/Chip Seal Preservation SW MPO-Clark Co.	P	CN	\$15,567		\$311	\$15,879
	1	WSDOT	I-5/I-5 Over NE 78th St - Replace Expansion Joints	B	PE	\$74		\$3	\$77
	1	WSDOT	I-5/NB Lewis River Bridge-Deck Repair and Overlay	B, P	CN	\$8,101		\$165	\$8,266
	1	WSDOT	I-5/Salmon Creek Bridges-Expansion Joints	B	PE	\$91		\$4	\$95
NHPP Program Totals						\$24,019	\$0	\$487	\$24,506
State/Local	1	WSDOT	I-5/Mill Plain Blvd - Reconstruct Interchange	S, P, C, F	PE		\$6,800		\$6,800
	State/Local Totals						\$0	\$6,800	\$0

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

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

**Washington State S. T. I. P.
2021 to 2024
(Project Funds to Nearest Dollar)
totals for years 2021 thru 2024**

Report Date - August 27, 2020

Selection Criteria (from SEARCH panel - if any)

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

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County: Clark

Agency: Battle Ground

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

Captain Strong & Chief Umtuch School Zone Upgrades

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2021		HSIP	25,000			0	3,300	28,300
RW	2021		HSIP	2,500			0	600	3,100
CN	2021		HSIP	84,800			0	0	84,800
Project Totals				112,300			0	3,900	116,200

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	28,300	0	0	0	0
RW	3,100	0	0	0	0
CN	84,800	0	0	0	0
Totals	116,200	0	0	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County: Clark

Agency: Battle Ground

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

Country Terrace Subdivision Safety Upgrades

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2021		HSIP	5,000			0	2,800	7,800
RW	2021		HSIP	2,500			0	600	3,100
CN	2021		HSIP	128,600			0	0	128,600
Project Totals				136,100			0	3,400	139,500

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	7,800	0	0	0	0
RW	3,100	0	0	0	0
CN	128,600	0	0	0	0
Totals	139,500	0	0	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County: Clark

Agency: Battle Ground

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

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

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2021			0	CWA	420,000	30,000	450,000
Project Totals				0		420,000	30,000	450,000

Expenditure Schedule

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

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County: Clark

Agency: Battle Ground

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

NW 15th Avenue/W Main Street Intersection Improvements

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

Funding

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

Expenditure Schedule

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

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County: Clark

Agency: Battle Ground

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			BG11-08d	01	0.500	CE	Yes	SR 503	N Parkway Avenue	3,000,000	

NW 5th Street

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				State Fund Code				
PE	2021			0	CWA	200,000	0	200,000
RW	2021			0	CWA	300,000	0	300,000
CN	2022			0	CWA	1,998,415	501,585	2,500,000
Project Totals				0		2,498,415	501,585	3,000,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	200,000	0	0	0	0
RW	300,000	0	0	0	0
CN	0	2,500,000	0	0	0
Totals	500,000	2,500,000	0	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County: Clark

Agency: Battle Ground

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

SE Grace Avenue Phase 2 Improvements

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
PE	2021					0	327,888	327,888
RW	2022		STP(UL)	400,000		0	1,905,075	2,305,075
Project Totals				400,000		0	2,232,963	2,632,963

Expenditure Schedule

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

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County: Clark

Agency: Battle Ground

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

SR 502/SR 503 Right Turn Lanes

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
RW	2021				0	CWA	50,000	0	50,000
CN	2021		STP(UL)		500,000	CWA	1,565,456	0	2,065,456
CN	2022		STP(UL)		1,500,000		0	0	1,500,000
Project Totals					2,000,000		1,615,456	0	3,615,456

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	50,000	0	0	0	0
CN	0	3,565,456	0	0	0
Totals	50,000	3,565,456	0	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County: Clark

Agency: Battle Ground

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

SR 503 Shared Use Pathway

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				State Fund Code				
RW	2021			0	Ped/Bike Program	10,000	1,800	11,800
CN	2021			0	Ped/Bike Program	796,707	11,000	807,707
Project Totals				0		806,707	12,800	819,507

Expenditure Schedule

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

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County: Clark

Agency: Battle Ground

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	4460(001)		BG18-01	03	0.660	CE	Yes	east of SR 503	west of SW 20th Avenue	5,953,757	

SW Eaton Boulevard Improvements

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

Funding

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

Expenditure Schedule

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

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Battle Ground	3,473,400	6,105,578	2,913,405	12,492,383

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County: Clark

Agency: C-TRAN

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-02801	23	0.000	CE	No	District Wide	District Wide	2,255,303	

ADA Expansion

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
ALL	2021		5310	724,242			0	181,061	905,303
ALL	2022		5310	360,000			0	90,000	450,000
ALL	2023		5310	360,000			0	90,000	450,000
ALL	2024		5310	360,000			0	90,000	450,000
Project Totals				1,804,242			0	451,061	2,255,303

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	905,303	450,000	450,000	450,000	0
Totals	905,303	450,000	450,000	450,000	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County: Clark

Agency: C-TRAN

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-06224	23	0.000	CE	No	District Wide	District Wide	6,243,852	

Bus Replacement

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Fund Code	Federal Funds			
ALL	2021		5339		1,330,494	0	332,624	1,663,118
ALL	2021		5337		239,587	0	59,897	299,484
ALL	2021		CMAQ		500,000	0	125,000	625,000
ALL	2022		5339		650,000	0	162,500	812,500
ALL	2022		5337		125,000	0	31,250	156,250
ALL	2023		5339		650,000	0	162,500	812,500
ALL	2023		5337		125,000	0	31,250	156,250
ALL	2024		5339		650,000	0	162,500	812,500
ALL	2024		5337		125,000	0	31,250	156,250
ALL	2024		CMAQ		600,000	0	150,000	750,000
Project Totals					4,995,081	0	1,248,771	6,243,852

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	2,587,602	968,750	968,750	1,718,750	0
Totals	2,587,602	968,750	968,750	1,718,750	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County: Clark

Agency: C-TRAN

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03			CTRAN001	23	10.000	DCE	Yes	Downtown Vancouver	East Vancouver	20,834,390	

Mill Plain Bus Rapid Transit

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2021		CMAQ	500,000			0	1,384,500	1,884,500
RW	2021			0			0	676,000	676,000
CN	2021		CMAQ	1,000,000			0	0	1,000,000
CN	2022		CMAQ	2,305,000			0	14,968,890	17,273,890
Project Totals				3,805,000			0	17,029,390	20,834,390

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	1,884,500	0	0	0	0
RW	676,000	0	0	0	0
CN	1,000,000	17,273,890	0	0	0
Totals	3,560,500	17,273,890	0	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County: Clark

Agency: C-TRAN

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

Preventative Maintenance

For maintenance of transit assets.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				State Fund Code	State Funds			
ALL	2021		5307		5,400,000	0	1,350,000	6,750,000
ALL	2022		5307		5,400,000	0	1,350,000	6,750,000
ALL	2023		5307		5,400,000	0	1,350,000	6,750,000
ALL	2024		5307		5,400,000	0	1,350,000	6,750,000
Project Totals					21,600,000	0	5,400,000	27,000,000

Expenditure Schedule

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

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for C-TRAN	32,204,323	0	24,129,222	56,333,545

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County: Clark

Agency: Camas

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	7031(004)		01-2019	04	0.450	CE	Yes	NW Parker Street	Grass Valley Park	4,900,000	

NW 38th Avenue Improvements Ph 3

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
RW	2023		STP(UL)	477,900		0	335,100	813,000
CN	2024		STP(UL)	1,436,400		0	1,962,900	3,399,300
Project Totals				1,914,300		0	2,298,000	4,212,300

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	0	0	813,000	0	0
CN	0	0	0	3,000,000	399,300
Totals	0	0	813,000	3,000,000	399,300

Federal Funds				State Funds	Local Funds	Total
Agency Totals for Camas				0	2,298,000	4,212,300

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	Z906(003)		WA-12645	47	0.300	DCE	Yes	Various	Various	1,063,516	

Cast-in-Place Bridge Bundle

Cast-in-Place concrete strengthening alongside existing girders at 3 bridges: Gibbons Creek Bridge #6 (Structure ID #: 08202500), Matney Bridge #168 (08095200) and Morgan Bridge #213 (08241100), to increase capacity at each girder.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2022		STP(BR)	758,400		0	0	758,400
Project Totals				758,400		0	0	758,400

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	694,000	64,400	0	0
Totals	0	694,000	64,400	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05	2006(077)		WA-12646	47	0.600	DCE	Yes	Various	Various	1,665,671	

Fiber Reinforced Polymer Bridge Bundle

Fiber Reinforced Polymer strengthening on the underside of the superstructure at 6 bridges: Flatwood Bridge #30 (Structure ID #: 08404200), Landon Bridge #299 (08121100), Lucia Falls Bridge #116 (08097600), Morgan Creek/NE 167th Bridge #222 (08140500), Rock Creek Bridge #96 (07992900) and Venersborg Bridge #217 (08015000).

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2022	STP(BR)		1,055,440		0	0	1,055,440
Project Totals				1,055,440		0	0	1,055,440

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	1,041,000	14,440	0	0
Totals	0	1,041,000	14,440	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05	4247(002)		WA-12433	03	0.530	DCE	Yes	NE Delfel Road	NE Union Road	27,300,000	

I-5/NE 179th Street

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

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		Local Funds	Total
			State Fund Code	State Funds		
RW	2023			0	3,800,000	3,800,000
Project Totals				0	3,800,000	3,800,000

Expenditure Schedule

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

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05	000S(549)		WA-12644	21	0.050	DCE	Yes	NE 119th Street	NE 152nd Avenue	4,540,000	

NE 119th Street/NE 152nd Avenue Intersection

Install a roundabout. Mitigation and utility relocation may be required.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2021		HSIP	2,460,000			0	1,277,000	3,737,000
Project Totals				2,460,000			0	1,277,000	3,737,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	37,000	2,800,000	900,000	0	0
Totals	37,000	2,800,000	900,000	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	9906(057)		WA-10674	44	2.300	CE	No	NE NE 136th St./Tenney Rd.	NE Salmon Creek Ave	788,000	

NE 134th Corridor Adaptive Traffic Signals

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2021		CMAQ	523,000			0	144,000	667,000
Project Totals				523,000			0	144,000	667,000

Expenditure Schedule

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

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
06			WA-13177	03	0.750	CE	Yes	Padden Parkway	NE 99th Street	8,645,000	

NE 152nd Avenue

Improve to 2-lane collector with bike lanes and sidewalks.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2023		STP(UL)	500,000			0	345,000	845,000
RW	2023			0			0	800,000	800,000
Project Totals				500,000			0	1,145,000	1,645,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	845,000	0	0
RW	0	0	800,000	0	0
Totals	0	0	1,645,000	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	4205(001)		WA-12432	01	0.600	CE	Yes	NE 179th Street	NE 10th Avenue	12,746,000	

NE 15th Avenue

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

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		Local Funds	Total
			State Fund Code	State Funds		
RW	2022			0	0	252,000
Project Totals				0	0	252,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	0	252,000	0	0	0
Totals	0	252,000	0	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04			WA-13174	03	1.100	DCE	Yes	NE 29th Avenue	NE 50th Avenue	37,058,000	

NE 179th Street at NE 29th and 50th Avenues Intersection Improvements

Roundabouts will be installed at two intersections of 179th Street/50th Avenue and 179th Street/29th Avenue. Wall installation, mitigation, and utilities will be coordinated. These intersections may be built on different schedules and are under two separate capital road project numbers.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2021			0		0	4,530,000	4,530,000
PE	2023		STP(UL)	500,000		0	0	500,000
RW	2021			0		0	3,722,000	3,722,000
CN	2024		STP(UL)	1,200,000		0	27,106,000	28,306,000
Project Totals				1,700,000		0	35,358,000	37,058,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	600,000	1,500,000	2,930,000	0	0
RW	800,000	2,922,000	0	0	0
CN	0	0	0	22,050,000	6,711,000
Totals	1,400,000	4,422,000	2,930,000	22,050,000	6,711,000

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04			WA-13178	03	0.880	CE	Yes	Salmon Creek Bridge (MP 7.10)	NE 167th Avenue (MP 7.98)	3,009,000	

NE 182nd Avenue/NE Risto Road

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
PE	2022		STP(R)	150,000		0	200,000	350,000
RW	2022			0		0	295,000	295,000
CN	2023		STP(R)	300,000		0	2,064,000	2,364,000
Project Totals				450,000		0	2,559,000	3,009,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	100,000	250,000	0	0
RW	0	295,000	0	0	0
CN	0	0	2,364,000	0	0
Totals	0	395,000	2,614,000	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05			WA-13229	44	1.320	CE	Yes	Highway 99	NE St. John's Road	4,852,000	

NE 68th Street Sidewalk

Construct sidewalk on one side of street for entire length of the project. Project will include pedestrian crossing(s) and a bicycle lane within a portion of the project. Mitigation and utility work may be required. This project is a partnership between Clark County and the City of Vancouver. PE done under federal project 4206(001). This project may be phased in Construction.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
RW	2021			0		0	356,000	356,000
CN	2022	TAP(UL)		1,100,000		0	2,796,000	3,896,000
CN	2022	CMAQ		600,000		0	0	600,000
Project Totals				1,700,000		0	3,152,000	4,852,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	356,000	0	0	0	0
CN	0	2,300,000	2,196,000	0	0
Totals	356,000	2,300,000	2,196,000	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	4410(004)		WA-10684	04	1.100	CE	Yes	NE 94th Avenue	Vicinity of NE 117th Avenue	25,826,000	

NE 99th Street

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				State Fund Code	State Funds			
CN	2021		STP(UL)		2,350,000	0	14,799,000	17,149,000
CN	2022		STP(UL)		2,000,000	0	0	2,000,000
Project Totals					4,350,000	0	14,799,000	19,149,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	500,000	16,149,000	2,500,000	0	0
Totals	500,000	16,149,000	2,500,000	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	4231(006)		WA-12160	28	0.920	CE	Yes	NE 99th Street	NE 117th Street	1,274,000	

NE Hazel Dell Avenue Sidewalk Improvements

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2021			0		0	50,000	50,000
CN	2022			0	TIB	225,000	784,000	1,009,000
Project Totals				0		225,000	834,000	1,059,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	50,000	0	0	0	0
CN	0	1,009,000	0	0	0
Totals	50,000	1,009,000	0	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04			WA-13179	44	2.200	CE	No	NE 76th Street	NE Ward Road	1,280,000	

Orchards Sifton Adaptive Signals (OSAS)

Add adaptive/ITS devices to additional county intersections. Develop before and after study of collisions and corridor level of service.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2024		CMAQ	68,000			0	17,000	85,000
CN	2024		CMAQ	932,000			0	263,000	1,195,000
Project Totals				1,000,000			0	280,000	1,280,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	85,000	0
CN	0	0	0	0	1,195,000
Totals	0	0	0	85,000	1,195,000

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County: Clark

Agency: Clark Co.

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

Salmon Creek/Hazel Dell Adaptive Signal Operations

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2022		STP(UL)	220,000		0	74,000	294,000
CN	2023		STP(UL)	780,000		0	228,000	1,008,000
Project Totals				1,000,000		0	302,000	1,302,000

Expenditure Schedule

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

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	9906(053)		WA-09366	44	11.250	DCE	No	NE 25th Ave	NE Ward Rd	462,000	

Signal Timing, Evaluation, Verification, Enhancement - Phase 2

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2021		CMAQ	240,000			0	83,000	323,000
Project Totals				240,000			0	83,000	323,000

Expenditure Schedule

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

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County: Clark

Agency: Clark Co.

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

System-Wide Signal Enhancement

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

Funding

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

Expenditure Schedule

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

Agency Totals for Clark Co.	Federal Funds		State Funds	Local Funds	Total
	Federal	Fund Code			
	16,207,840		225,000	64,114,000	80,546,840

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County: Clark

Agency: La Center

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
06			WA-11774	04	0.360	EA	Yes	Cedar Avenue	Highland Avenue	15,621,671	

4th Street widening between Cedar Avenue and Highland Avenue

Widen 4th Street from just east of Cedar Avenue to east of Highland Avenue. This road will be reconstructed as a minor arterial with a new Breezy Creek Bridge-Culvert with pedestrian and bicycle facilities.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2023			0		0	400,000	400,000
CN	2024		STP(R)	1,045,000		0	12,676,671	13,721,671
Project Totals				1,045,000		0	13,076,671	14,121,671

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	0	0	400,000	0	0
CN	0	0	0	13,721,671	0
Totals	0	0	400,000	13,721,671	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for La Center	1,045,000	0	13,076,671	14,121,671

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

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-13180	18	0.000	CE	No	County Wide	County Wide	115,607	

Safety Plans

Develop safety plans for multiple cities within Clark County

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PL	2021		STP(UL)	100,000			0	15,607	115,607
Project Totals				100,000			0	15,607	115,607

Expenditure Schedule

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

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County: Clark

Agency: RTC

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-08654	18	0.000	CE	No	County Wide	County Wide	3,000,000	

UPWP & CMP Support

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Fund Code	Federal Funds			
PL	2021		STP(UL)		390,000	0	60,867	450,867
PL	2021		STP(R)		60,000	0	9,364	69,364
PL	2022		STP(UL)		415,000	0	64,769	479,769
PL	2022		STP(R)		60,000	0	9,364	69,364
PL	2023		STP(UL)		440,000	0	68,670	508,670
PL	2023		STP(R)		60,000	0	9,364	69,364
PL	2024		STP(UL)		440,000	0	68,670	508,670
PL	2024		STP(R)		60,000	0	9,364	69,364
Project Totals					1,925,000	0	300,432	2,225,432

Expenditure Schedule

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

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County: Clark

Agency: RTC

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-08655	18	0.000	CE	No	County Wide	County Wide	1,283,237	

VAST/TSMO Coordination and Management

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
PL	2022		STP(UL)	350,000		0	54,624	404,624
PL	2023		STP(UL)	375,000		0	58,526	433,526
PL	2024		STP(UL)	385,000		0	60,087	445,087
Project Totals				1,110,000		0	173,237	1,283,237

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PL	0	404,624	433,526	445,087	0
Totals	0	404,624	433,526	445,087	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for RTC	3,135,000	0	489,276	3,624,276

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County: Clark

Agency: Vancouver

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

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

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2021		HSIP	715,000			0	0	715,000
Project Totals				715,000			0	0	715,000

Expenditure Schedule

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

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County: Clark

Agency: Vancouver

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

Jefferson-Kauffman Realignment Project

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2024		STP(UL)	1,840,000		0	6,635,000	8,475,000
Project Totals				1,840,000		0	6,635,000	8,475,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	0	0	8,475,000	0
Totals	0	0	0	8,475,000	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County: Clark

Agency: Vancouver

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

NE 137th Ave Corridor Completion

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2023		STP(UL)	2,950,000			0	11,550,000	14,500,000
Project Totals				2,950,000			0	11,550,000	14,500,000

Expenditure Schedule

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

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County: Clark

Agency: Vancouver

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

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

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

Funding

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

Expenditure Schedule

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

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County: Clark

Agency: Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05	1350(028)		WA-10655	28	0.750	CE	Yes	NW 43rd Street	NW 53rd Street	1,535,210	

NW Neighborhood Connectivity Improvements

Construct sidewalk/path in the vicinity of Lincoln Avenue and NW 53rd Street. Construct a shared bicycle facility along Grant Avenue, NW 43rd Street, and Lincoln Avenue in the vicinity of Lincoln Elementary School. Installing crosswalk markings and signal controlled pedestrian crossings on NW Lincoln Avenue.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Funds	Local Funds	Total
			State Fund Code	State Funds			
RW	2021			0	0	36,210	36,210
CN	2023		SRTS	0	500,000	800,000	1,300,000
Project Totals				0	500,000	836,210	1,336,210

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	36,210	0	0	0	0
CN	0	0	1,300,000	0	0
Totals	36,210	0	1,300,000	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County: Clark

Agency: Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	4266(002)		WA-02750	03	1.400	CE	Yes	164th Ave	192nd Ave	24,000,000	

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

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

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

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Fund Code				
CN	2021	STP(UL)	2,200,000		TIB	3,000,000	5,142,400	10,342,400
CN	2021	HIP(UL)	395,551			0	0	395,551
CN	2022	STP(UL)	657,600			0	0	657,600
Project Totals			3,253,151			3,000,000	5,142,400	11,395,551

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	10,342,400	1,053,151	0	0	0
Totals	10,342,400	1,053,151	0	0	0

Agency Totals for Vancouver	Federal Funds		State Funds	Local Funds	Total
	Federal	Fund Code			
	9,395,651		3,500,000	26,026,110	38,921,761

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County:

Agency: WSDOT - SW

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

21-23 SWR Regionwide Basic Safety - Guardrail

Upgrade guardrail as needed to meet current standards.

See records for same project on RTC (RTPO), CWCOG (MPO), and SWW (RTPO). Exact locations of work have not been determined. Contains 1/4th of the total project costs.

Funding

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

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	8,650	5,016	0	0
CN	0	0	140,914	5,725	0
Totals	0	8,650	145,930	5,725	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County:

Agency: WSDOT - SW

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

21-23 SWR Regionwide Basic Safety - Signing

Replace existing deteriorating signs. See records for RTC (RTPO), CWCG (MPO), and SWW (RTPO). Exact locations of work have not been defined. This contains 1/4th of the total project cost.

Funding

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

Expenditure Schedule

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

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00		400023S	400023S06	21		CE	No	Various	Various	210,000	

23-25 SWR Regionwide Basic Safety - Signing

Replace existing deteriorating signs.

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		Local Funds	Total
				State Fund Code	State Funds		
PE	2023		NHPP		20,160	0	21,000
CN	2024		NHPP		185,220	0	189,000
Project Totals					205,380	0	210,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	14,250	6,750	0
CN	0	0	0	129,421	59,579
Totals	0	0	14,250	136,171	59,579

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00		BPSWRTC	BPSWRTC06	05		CE	No	Various	Various	41,654,245	

Asphalt/Chip Seal Preservation SW MPO - Clark County

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

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

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Fund Code				
PE	2021	NHPP		403,600		0	16,144	419,744
PE	2023	NHPP		240,553		0	9,622	250,175
CN	2021	STP		2,399,543		0	47,648	2,447,191
CN	2021	NHPP		840,444		0	17,152	857,596
CN	2022	NHPP		4,222,231		0	84,445	4,306,676
CN	2024	NHPP		15,567,261		0	311,345	15,878,606
Project Totals				23,673,632		0	486,356	24,159,988

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	419,744	0	250,175	0	0
CN	3,304,787	4,306,676	0	15,878,606	0
Totals	3,724,531	4,306,676	250,175	15,878,606	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

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		420523Q	420523Q06	21	8.590	CE	No	28.00	36.59	4,322,600	

I-205 SB 134th St to Mill Plain Blvd Ramp Meter

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal Funds	State Fund Code			
PE	2021		STP(UL)	372,500		0	127,500	500,000
CN	2023		CMAQ	2,120,000		0	751,080	2,871,080
CN	2024		CMAQ	702,600		0	248,920	951,520
Project Totals				3,195,100		0	1,127,500	4,322,600

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	194,442	255,558	50,000	0	0
CN	0	0	297,193	3,525,407	0
Totals	194,442	255,558	347,193	3,525,407	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

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	2051(286)	420520Q	420520Q06	44	0.500	CE	No	28.33	28.83	465,000	

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

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

Funding

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

Expenditure Schedule

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

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		400523I	400523I06A	03	1.070	EA	Yes	9.00	10.07	50,500,000	

I-5/179th Street Interchange - Interchange Improvements

Construct Interchange and Roadway Improvements.

Funding

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

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	511,603	1,659,315	2,829,082
Totals	0	0	511,603	1,659,315	2,829,082

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		400519A	400519A06	10	0.270	EIS	No	0.00	0.27	44,000,000	

I-5/Columbia River Interstate Bridge - Replacement

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

Funding

Phase	Start Date	Federal Funds		State Fund Code	State Funds	Local Funds	Total
		Federal	Fund Code				
PE	2021				0	15,287,795	15,287,795
PE	2022				0	18,992,205	18,992,205
Project Totals					0	34,280,000	34,280,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	15,287,795	18,992,205	0	0	0
Totals	15,287,795	18,992,205	0	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01	0051(294)	400512R	400512R06	11	1.800	CE	Yes	17.20	19.00	67,206,352	

I-5/E Fork Lewis River Bridge NB - Replace
 Replace existing bridge with new structure.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
RW	2021		DEMO	82,394			0	1,681	84,075
CN	2021		DEMO	640,104		CWA	640,104	0	1,280,208
CN	2021		NHPP	15,951,973		CWA	15,951,973	0	31,903,946
CN	2023		NHPP	15,951,973		CWA	15,951,973	0	31,903,946
Project Totals				32,626,444			32,544,050	1,681	65,172,175

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	84,075	0	0	0	0
CN	3,638,790	13,960,605	14,191,787	13,960,605	19,336,313
Totals	3,722,865	13,960,605	14,191,787	13,960,605	19,336,313

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

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		400523A	400523A06	47	0.110	CE	No	4.35	4.46	1,291,920	

I-5/I-5 Over NE 78th St - Replace Expansion Joints

Replace Expansion Joints.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2024	NHPP		74,188		0	3,091	77,279
Project Totals				74,188		0	3,091	77,279

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	63,212	14,068
Totals	0	0	0	63,212	14,068

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

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		400517V	400517V06	47	0.270	CE	No	0.00	0.27	500,000	

I-5/Interstate Bridge - Electrical Control System Upgrade

Upgrade electrical control system. ODOT-lead project.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2023		0		0	500,000	500,000
Project Totals			0		0	500,000	500,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	0	139,053	360,947	0
Totals	0	0	139,053	360,947	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

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		400526A	400526A06	04	0.670	EA	Yes	000.87	001.54	97,700,000	

I-5/Mill Plain Blvd - Reconstruct Interchange

Construct interchange improvements.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
PE	2023			0	CWA	9,300,000	0	9,300,000
RW	2024			0	CWA	6,800,000	0	6,800,000
Project Totals				0		16,100,000	0	16,100,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	946,065	3,176,896	5,177,039
RW	0	0	0	1,400,636	5,399,364
Totals	0	0	946,065	4,577,532	10,576,403

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01	0051(312)	400520B	400520B06	14	0.240	CE	No	19.83	20.07	5,050,000	

I-5/N Fork Lewis River Bridge SB - Steel Truss Repair
Repair Bridge 5/040W

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				State Fund Code	State Funds			
PE	2021		NHPP		240,000	0	10,000	250,000
CN	2022		NHPP		4,655,000	0	95,000	4,750,000
Project Totals					4,895,000	0	105,000	5,000,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	116,983	133,017	0	0	0
CN	0	2,518,048	2,231,952	0	0
Totals	116,983	2,651,065	2,231,952	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

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		400522D	400522D06	44	0.110	CE	No	3.68	3.79	467,581	

I-5/N of 63rd St Bridge Vicinity - Drainage Improvements

Drainage improvements.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
PE	2021		NHPP	145,152		0	6,048	151,200
CN	2022		NHPP	303,726		0	12,655	316,381
Project Totals				448,878		0	18,703	467,581

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	128,800	22,400	0	0	0
CN	0	316,381	0	0	0
Totals	128,800	338,781	0	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

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		400526Q	400526Q06	21	0.150	CE	No	1.60	1.75	500,000	

I-5/NB Fourth Plain On Ramp - Ramp Meter

Install ramp meter, ramp detection, and cameras on NB Fourth Plain on ramp.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2024		CMAQ		74,500		0	25,500	100,000
Project Totals					74,500		0	25,500	100,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	72,390	27,610
Totals	0	0	0	72,390	27,610

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

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		400522E	400522E06	47	0.270	CE	No	0.00	0.27	275,420	

I-5/NB Interstate Bridge - Restore Bearing Clearances and Gear Alignment

Replace deteriorating bearings and bearing connections to bridge. ODOT-lead project.

Funding

Phase	Start Date	Federal Funds		State Fund Code	State Funds	Local Funds	Total
		Federal	Fund Code				
PE	2021				0	15,420	15,420
CN	2022				0	260,000	260,000
Project Totals					0	275,420	275,420

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	12,640	2,780	0	0	0
CN	0	214,474	45,526	0	0
Totals	12,640	217,254	45,526	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

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		400525D	400525D06	47	0.200	CE	No	19.87	20.07	8,855,580	

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

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2023		NHPP	565,593			0	23,567	589,160
CN	2024		NHPP	8,101,091			0	165,329	8,266,420
Project Totals				8,666,684			0	188,896	8,855,580

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	403,748	185,412	0
CN	0	0	0	4,382,158	3,884,262
Totals	0	0	403,748	4,567,570	3,884,262

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

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		400523J	400523J06	47	0.100	CE	No	6.32	6.42	1,580,295	

I-5/Salmon Creek Bridges - Replace Expansion Joints
 Replace Expansion Joints.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2024		NHPP	90,748			0	3,781	94,529
Project Totals				90,748			0	3,781	94,529

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	77,325	17,205
Totals	0	0	0	77,325	17,205

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

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(310)	400517P	400517P06	06	1.450	CE	No	18.37	19.32	6,134,757	

I-5/SB E Fork Lewis River to N Fork Lewis River - Concrete Pavement

Remove broken concrete panels and replace with asphalt and rebuild shoulder.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	State				
CN	2021		0		CWA	5,717,740	0	5,717,740
Project Totals			0			5,717,740	0	5,717,740

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	5,425,293	292,447	0	0	0
Totals	5,425,293	292,447	0	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

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		400525B	400525B06	14	0.240	CE	No	19.83	20.07	5,509,703	

I-5/SB Lewis River Bridge - Deck Overlay

Remove HMA and replace with a polymer overlay on Bridge 5/40W.

This project is in both SWW/RTPO and RTC(MPO) areas. Each record contains 1/2 the costs.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Funds				
PE	2023	NHPP		354,945		0	14,789	369,734
Project Totals				354,945		0	14,789	369,734

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	24,570	267,640	77,524
Totals	0	0	24,570	267,640	77,524

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00		400020Q	400020Q06	21	0.000	CE	No	County Wide	County Wide	939,300	

Southwest Washington Regional Signal System

Enhance ATMS capabilities at intersections on WSDOT arterial corridors

Funding

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

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	117,510	16,790	0	0	0
CN	0	701,150	103,850	0	0
Totals	117,510	717,940	103,850	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County:

Agency: WSDOT - SW

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

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

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2021			0		CWA	7,810,173	0	7,810,173
CN	2022			0		CWA	12,776,959	0	12,776,959
Project Totals				0			20,587,132	0	20,587,132

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	7,656,620	9,765,930	3,164,582	0	0
Totals	7,656,620	9,765,930	3,164,582	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03		450023I	450023I06	21	1.330	CE	Yes	1.55	2.88	6,000,000	

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

Construct safety improvements

Funding

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

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	215,961	234,039	0	0	0
RW	1,806	7,224	970	0	0
CN	0	11,322	2,224,786	2,637,794	666,098
Totals	217,767	252,585	2,225,756	2,637,794	666,098

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

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	0500(026)	450018S	450018S06	21	0.400	CE	Yes	16.05	16.45	6,153,600	

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

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2021		HSIP	863,654		0	17,625	881,279
CN	2022		HSIP	4,325,818		0	88,282	4,414,100
Project Totals				5,189,472		0	105,907	5,295,379

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	282,459	598,821	0	0	0
CN	0	1,656,892	2,232,373	524,834	0
Totals	282,459	2,255,713	2,232,373	524,834	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03		450119A	450119A06	04	2.320	CE	No	0	2.32	7,000,001	

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

Construct roadway improvements for improved movement of freight.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2021		0	CWA	5,750,692	0	5,750,692
Project Totals			0		5,750,692	0	5,750,692

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	2,224,696	3,014,458	511,538	0	0
Totals	2,224,696	3,014,458	511,538	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03		450117A	450117A06	28	2.320	CE	No	0.00	2.32	1,888,400	

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

Update ADA facilities within the project limits.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2021		0		0	1,152,100	1,152,100
Project Totals			0		0	1,152,100	1,152,100

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	468,082	592,621	91,397	0	0
Totals	468,082	592,621	91,397	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00		400018N	400018N06	21		CE	No	Various	Various	178,524	

SWR Breakaway Cable Terminal Replacement - Non Interstates

Replace breakaway cable terminals on SWR non-interstates.

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

Funding

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

Expenditure Schedule

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

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00		400021B	400021B06	14		CE	No	Various	Various	125,000	

SWR Strategic Bridge Preservation 21-23

Strategic Bridge Preservation

This record contains 1/4 of the total project cost. Also see RTC RTPO, CWCOC MPO and SWW RTPO records.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total	
				State Fund Code					
CN	2021				0	CWA	125,000	0	125,000
Project Totals					0		125,000	0	125,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	19,842	76,127	29,031	0	0
Totals	19,842	76,127	29,031	0	0

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 27, 2020

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00		400023B	400023B06	14		CE	No	Various	Various	125,000	

SWR Strategic Bridge Preservation 23-25

Strategic Bridge preservation. This record contains 1/4 of the total project cost. See also CWCOG MPO, SWW RTPO and RTC RTPO

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2023		0	CWA	125,000	0	125,000
Project Totals			0		125,000	0	125,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	0	22,842	79,127	23,031
Totals	0	0	22,842	79,127	23,031

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - SW	87,058,076	85,949,614	38,779,408	211,787,098

APPENDICES

APPENDIX A: Major Project List

APPENDIX B: CMAQ Air Quality Projects

APPENDIX C: Public Comments

APPENDIX D: 2021-2024 TIP Project Analysis

APPENDIX A: Major Project List

Introduction

Federal regulation requires that the status of major projects from the preceding TIP be provided in the current TIP document. Given that the TIP is developed in late summer, an estimate of project development is made based on current plans and status may change before the end of the calendar year. The following provides a summary of estimated project status from the 2020-2023 TIP:

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

Table 7: Major Projects from 2020-2023 TIP That Were Implemented (Obligated)

Funding Program	Agency	Project Name	Phase	Federal Funds	State Funds	Local Funds	Total Funds
CMAQ	C-TRAN	Bus Replacement	CN	\$1,925,000		\$1,699,250	\$3,624,250
BHM	Camas	NE 3rd Ave Bridge - Seismic Retrofit	CN	\$2,303,475		\$0	\$2,303,475
STBG	Clark County	Highway 99 Corridor Improvements	CN	\$1,000,000		\$304,000	\$1,304,000
STBG/HIP	Clark County	NE 10 th Av., NE 148 th St. to 154 th St.	CN	\$3,000,000		\$7,557,000	\$10,557,000
STBG	Clark County	I-5/179 th Street	PE	\$750,000		\$2,250,000	\$3,000,000
STBG	RTC	Regional Household Travel Behavior Survey	PL	\$500,000		\$78,500	\$578,500

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

Table 8: Major Projects from 2020-2023 TIP That Were Delayed

Funding Program	Agency	Project Name	Phase	Federal Funds	State Funds	Local Funds	Total Funds
STBG	Clark County	NE 99 th Street, NE 94 th Av. to NE 117 th Av.	RW	\$500,000		\$1,520,000	\$2,050,000
STBG/HIP	Vancouver	SE 1 st Street, 162 nd Av. to 192 nd Av.	CN	\$2,857,600	\$3,000,000	\$5,142,400	\$11,000,000

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

Table 9: Federally Funded Pedestrian and Bicycle Project from the 2020-2023 TIP That Were Obligated

Funding Program	Agency	Project Name	Phase	Federal Funds	State Funds	Local Funds	Total Funds
STBG	Camas	NW 38 th Avenue Improvements Ph 3	PE	\$335,700		\$130,300	\$466,000
STBG	Clark County	NE 10 th Avenue, NE 149 th St. to NE 154 th St.	CN	\$3,000,000		\$7,557,000	\$10,557,000

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

APPENDIX B: CMAQ Air Quality Projects

Introduction

The following list of projects is seeking CMAQ funding within the 2021-2024 Transportation Improvement Program for Clark County. This section identifies the air quality benefits for each project by providing a preliminary quantitative air quality analysis for each project.

Table 10: CMAQ Air Quality Project Status

Agency	Project Title	Project Description	Air Quality Benefits (kg per day)		
			CO	HC	NOx
Battle Ground	Small City ATMAS	Expansion of the Clark County’s ATMS license, update traffic controllers, installation of wireless radios to connect to existing fiber system, and installation of cameras within cities of Battle Ground, Camas, and Washougal.	-30.659	-3.152	7.125
C-TRAN	Electric Buses	Replace 6 new all electric buses	-3.998	-0.374	-7.042
C-TRAN	Electric Buses	Replace 4 buses with all electric buses.	-2.666	-0.249	-4.694
C-TRAN	Mill Plain Bus Rapid Transit	This project constructs transit improvements needed to provide Bus Rapid Transit (BRT) service along Mill Plain Blvd.	-91.941	-9.065	-7.770
Clark County	Signal Time, Evaluation, Verification and Enhancement Phase 2	Add ITS devices to additional county intersections and develop performance reports and improve connection to regional data warehouse.	-10.005	-1.029	2.325
Clark County	NE 68 th Street Sidewalk, Hwy. 99 to County Limits	Construct a sidewalk on one-side of NE 68 th Street.	-2.898	-0.246	-0.192
Clark County	NE 134 th Corridor Adaptive Traffic Signals	Add Adaptive Traffic software to existing traffic signal electronics. Add traffic cameras.	-41.632	-4.280	-9.675
Clark County	Salmon Creek/Hazel Dell Adaptive Signal Operations	Installation of adaptive signal operations, incident bypass, DSRC radios, cameras, Bluetooth and freeway off-ramp detection systems.	-45.182	-4.645	-10.500
Clark County	System Wide Signal Enhancement	Integrate Clark County and WSDOT data streams into a dashboard view of transportation system performance measures and report to regional data warehouse.	-3.943	-0.545	-0.753
Clark County	Orchards Sifton Adaptive Signals	Expand Fiber Optic, add Synchro Adaptive and cameras to 8 intersections on 76 th St. and 99 th St.	-13.393	-1.377	-3.113

Vancouver	NW Neighborhood Connectivity Improvements	Construct sidewalk/path in vicinity of Lincoln Avenue and NW 53rd Street. Design a shared bicycle facility along Grant Av., NW 43rd St., and Lincoln Av. in vicinity of Lincoln Elementary School.	-2.064	0.175	-0.137
WSDOT	Centralized Signal System Enhancement	Expand/enhance ATMS capabilities at various intersections within WSDOT's signalized principal arterial corridors.	-67.773	-6.968	-15.750
WSDOT	I-205 NB Mill Plain On Ramp-Ramp Meter	Install ramp meters, mast arms, signals and cameras.	-6.414	-0.527	-1.095
WSDOT	I-205 SB 134 th St. to Mill Plain Blvd Ramp Meter	Install mast arms, ramp signals, electrical services, signs, cameras, detection, conduits, minor paving, striping, fiber optic communication, and other items to operate ramp meters.	-51.313	-4.219	-8.762
WSDOT	*Southwest Washington Regional Signal System	Project will link ATMS.NOW system between Clark County agencies. Including software, servers, communication infrastructure, and other hardware as necessary. Develop concept of operations.	NA	NA	NA
WSDOT	I-5 NB Fourth Plain Ramp Meter	Install one ramp meter at Fourth Plain Blvd. onto Northbound I-5.	-4.923	-0.412	-0.761

* Project will provide an air quality benefit, but a reliable quantitative evaluation would be difficult to complete.

APPENDIX C: Public Comments

Introduction

Citizens and appropriate parties were provided a reasonable opportunity to comment on the 2021-2024 Transportation Improvement Program (TIP) through a public involvement process. This process includes a minimum of a 30-day public comment period that was held from August 30, 2020 until October 6, 2020. Public comment period concluded with testimony at the October 6, 2020 RTC Board meeting. The draft TIP document and project information was made available during the public comment period. The attached table includes all comments received along with RTC staff responses:

Table 11: Public Comments

Project	Support Project	Comment	Staff Response

APPENDIX D: 2021-2024 TIP Project Analysis

Introduction

Appendix D provides an overview of the projects included in the 2021-2024 TIP including project type and spending by project type.

Projects by Type

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

- ◆ **Bicycle & Pedestrian:** This includes standalone projects that primarily encourage walking and bicycling. This can include sidewalks, bicycle lanes, paths, improved pedestrian crossing, etc.
- ◆ **Bridge:** This represents all work that is accomplished on bridges. This can include new bridge construction, bridge replacement, repair, and painting.
- ◆ **Planning:** This is about preparing, analyzing, and implementing studies and plans to improve the transport systems.
- ◆ **Preservation:** This represents a proactive approach in maintaining the existing transportation system. This can include pavement overlay, pavement repair, guardrail replacement, etc.
- ◆ **Road Improvement:** This represents an improvement that enhances a roadway for motor vehicles. This can include road widening, reconstruction, intersection improvements, and other geometric improvements.
- ◆ **Safety:** This represents improvements to the transportation system that are primarily intended to reduce the risk of a collision. This could include intersection improvements, signage, lane markings, and guardrail.
- ◆ **Transit:** This includes all capital, planning, and preservation projects of the public transit service which C-TRAN provides within the region.

- ◆ TSMO: Transportation System Management and Operations are low-cost projects that are implemented to optimize the performance of existing transportation systems. These projects often include technology based improvements such as traffic detection and signal improvements.

Table 12: Projects by Type

Project Type	Number of Projects	% of Projects	Total Programmed	% of Total Programmed
Bicycle & Pedestrian	7	10.1%	\$9,474,517	2.2%
Bridge	13	18.8%	\$116,688,557	27.6%
Planning	3	4.3%	\$3,624,276	0.9%
Preservation	3	4.3%	\$30,345,309	7.2%
Road Improvement	23	33.3%	\$182,709,522	43.3%
Safety	7	10.1%	\$12,930,248	3.1%
Transit	4	5.8%	\$56,333,545	13.3%
TSMO	9	13.0%	\$9,933,900	2.4%
Total	69	100%	\$422,039,874	100%

Figure 6: Percentage of Projects by Project Type (Total Projects 69)

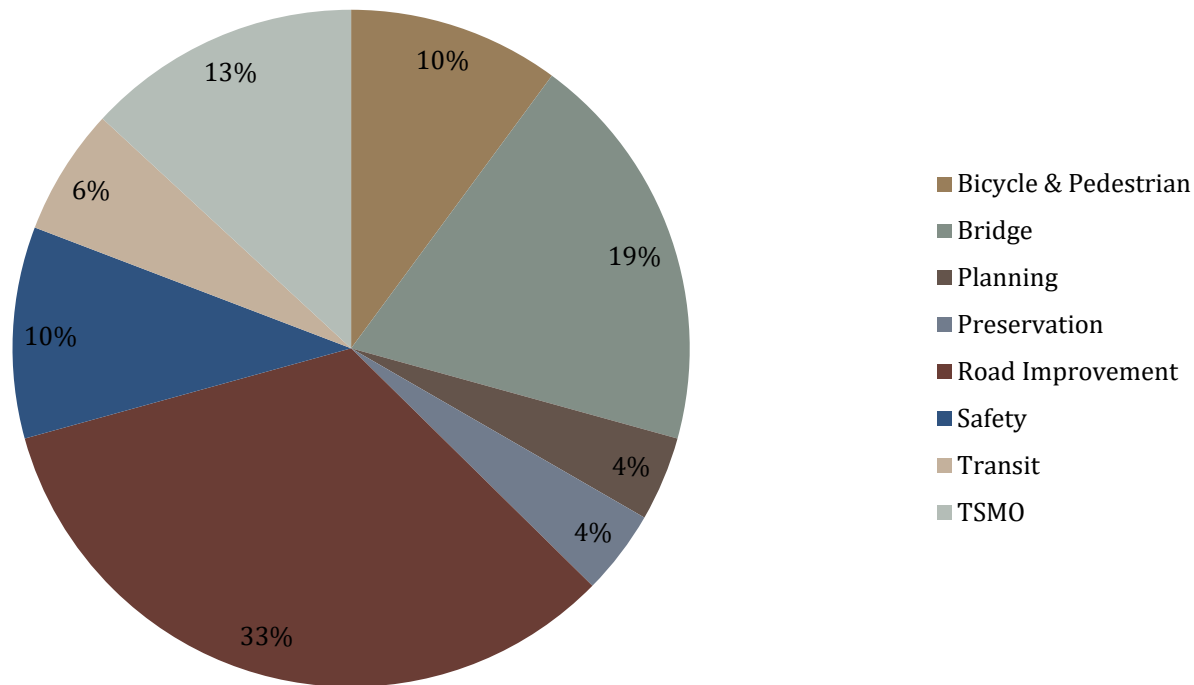


Figure 7: Percentage of Dollars Programmed by Project Type (Total Programmed \$422 million)

