

# Transportation Improvement Program

Clark County  
2023-2026

**DRAFT**

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

October 2022





- 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



# 2023-2026 Transportation Improvement Program

**Clark County, Washington**

**Published: October 2022**

## Southwest Washington Regional Transportation Council

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## Southwest Washington Regional Transportation Council (RTC)

Southwest Washington Regional Transportation Council (RTC) is the Metropolitan Planning Organization (MPO) for the Clark County, Washington portion of the larger Portland-Vancouver urbanized area. RTC is also the state-designated Regional Transportation Planning Organization (RTPO) for Clark County, Skamania County, and Klickitat County. RTC is governed by a 15-member board representing general purpose governments, special purpose districts, governmental agencies, or political subdivisions. State legislators whose districts are within RTC's boundaries are ex-officio (non-voting) members of the Board.

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

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

## 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

<b>Dave Barnett</b>	Cowlitz Indian Tribe Chairman
<b>Adrian Cortes</b>	Battle Ground Council Member (Cities North Representative)
<b>Shirley Craddick</b>	Metro Councilor, Portland, Oregon
<b>Karen Dill Bowerman</b>	Clark County Council Chair
<b>Shawn Donaghy (Chair)</b>	C-TRAN Chief Executive Officer
<b>Carley Francis</b>	WSDOT Southwest Regional Administrator
<b>Larry Keister</b>	Port of Camas-Washougal (Port Representative)
<b>Tom Lannen</b>	Skamania County Commissioner (Skamania County Representative)
<b>Temple Lentz</b>	Clark County Councilor
<b>Leslie Lewallen</b>	Camas Council Member (Cities East Representative)
<b>Anne McEnery-Ogle</b>	Vancouver City Mayor
<b>Gary Medvigy (Vice-Chair)</b>	Clark County Councilor
<b>Erik Paulson</b>	Vancouver Council Member
<b>David Sauter</b>	Klickitat County Commissioner (Klickitat County Representative)
<b>Rian Windsheimer</b>	Oregon Department of Transportation, Region One Manager
<b>Senate &amp; House Members (15 Non-Voting)</b>	Washington State Legislative Districts 14, 17, 18, 20, and 49
<b>Matt Ransom (Secretary/Treasurer)</b>	RTC Executive Director

## Regional Transportation Advisory Committee (RTAC)

<b>Ryan Jeynes</b>	City of Battle Ground	<b>Whitney Mosback</b>	Cowlitz Indian Tribe
<b>Jim Carothers</b>	City of Camas	<b>Taylor Eidt</b>	C-TRAN
<b>Tony Cooper</b>	City of La Center	<b>Tom Kloster</b>	Metro
<b>Brenda Howell</b>	City of Ridgefield	<b>Scott Turnoy</b>	ODOT
<b>Emily Benoit</b>	City of Vancouver, Planning	<b>Krista Cagle</b>	Port of Camas-Washougal
<b>Chris Malone</b>	City of Vancouver, PW	<b>Ethan Perry</b>	Port of Ridgefield
<b>Scott Fakler</b>	City of Washougal	<b>Jim Hager</b>	Port of Vancouver
<b>Gary Albrecht</b>	Clark County, Planning	<b>Vacant</b>	Town of Yacolt
<b>Christopher Carle</b>	Clark County, PW	<b>Laurie Lebowsky</b>	WSDOT
<b>Jennifer Baker</b>	CREDC		
<b>Jeananne Edwards</b>	Community in Motion	<b>Matt Ransom (Chair)</b>	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*

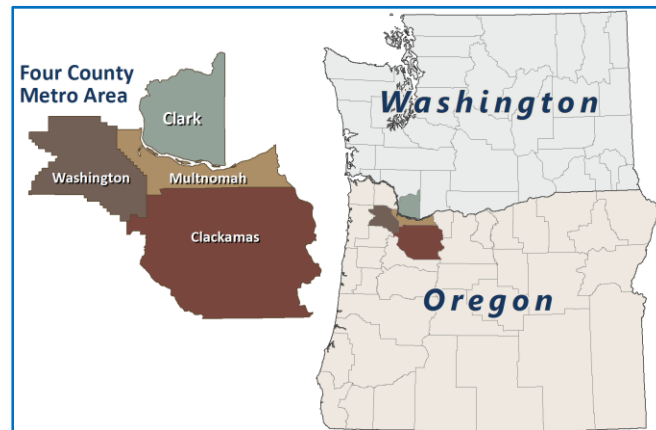
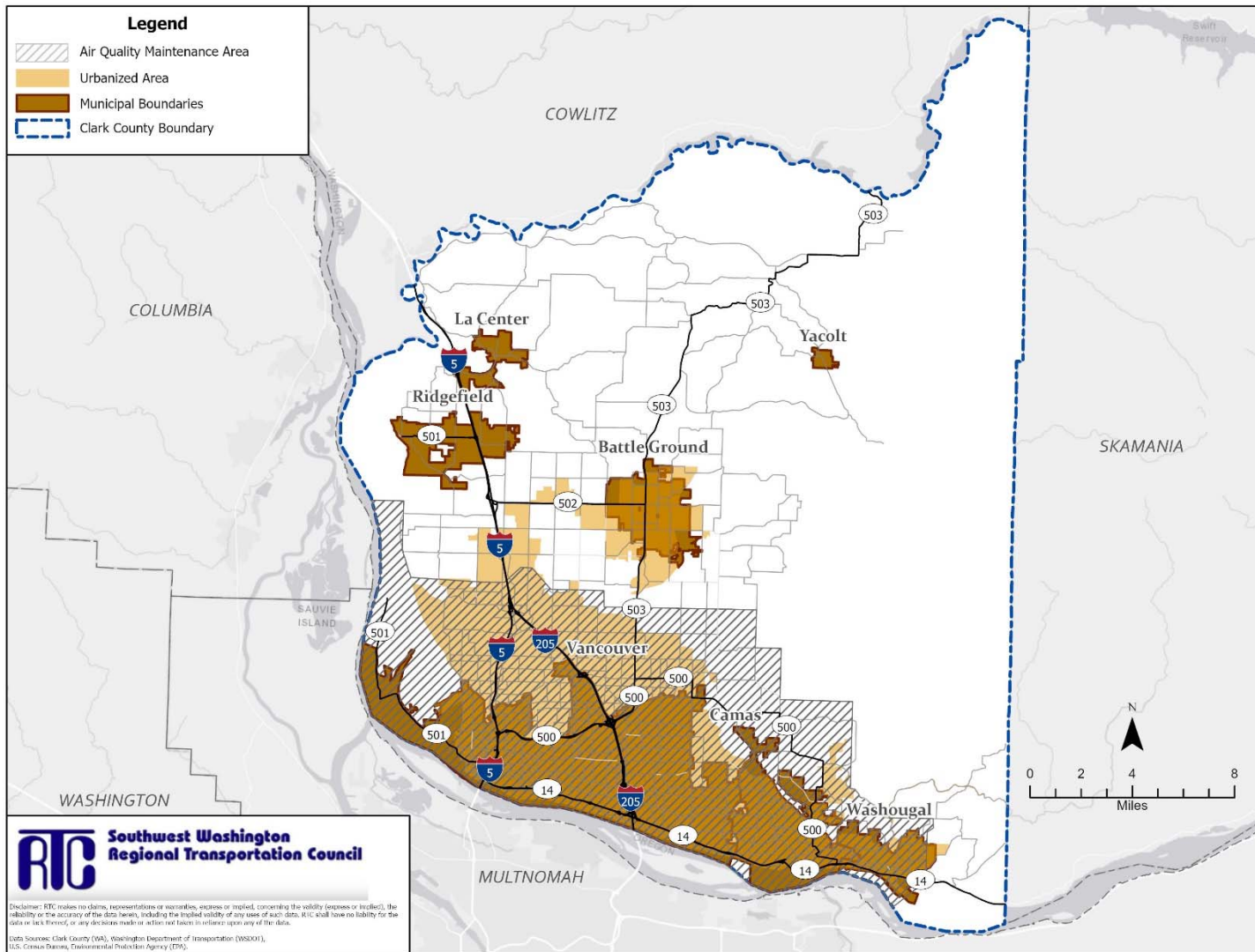


Figure 2: Transportation Boundaries





# Chapter 1: Introduction



## BACKGROUND AND PURPOSE

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

A Transportation Improvement Program must be developed for each metropolitan area by the Metropolitan Planning Organization (MPO) in cooperation with the State and transit operators. The 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.



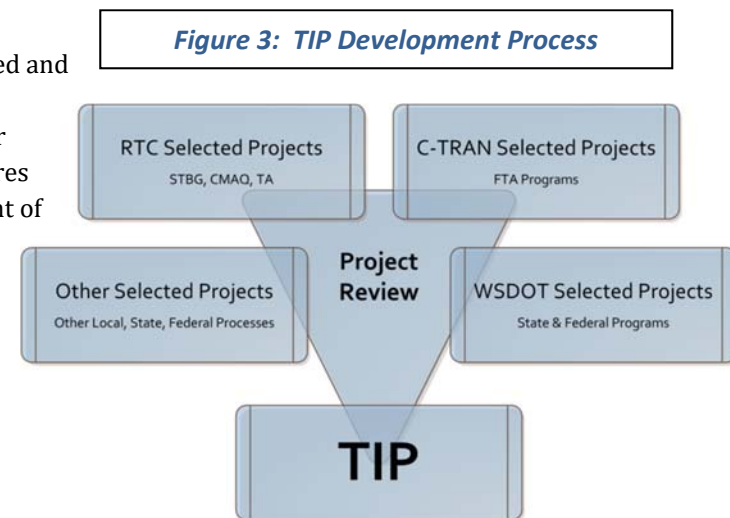
## TIP DEVELOPMENT

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

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

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



## Regional Project Development Process

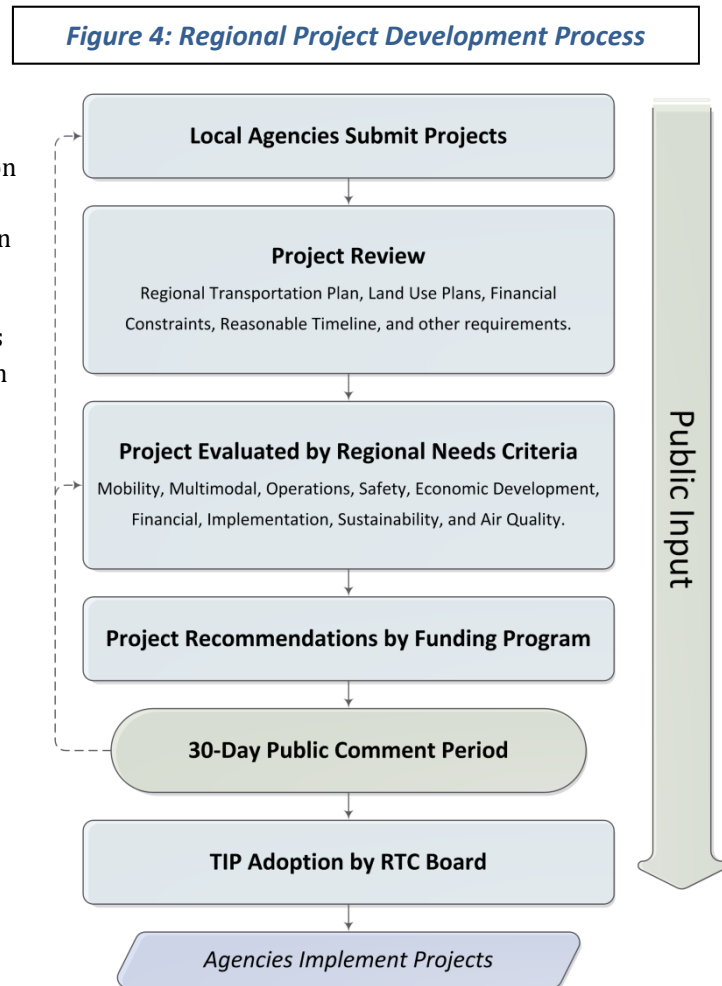
RTC, in consultation with member agencies, is responsible for selecting projects for the regional allocation of federal highway funds (Figure 4). This includes the regional allocation of the Surface Transportation Block Grant program (STBG), Congestion Mitigation and Air Quality (CMAQ), Transportation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

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

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

## Coordination with adjacent MPOs

Clark County, Washington, forms part of the Portland-Vancouver metropolitan area, with the remainder of the metropolitan area being in the state of Oregon. Coordination and cooperation in transportation planning activities between the two states



are afforded by cross-representation on transportation technical and policy committees and by coordination in the development of the Regional Transportation Plan, Transportation Improvement Program, and Unified Planning Work Program.

## Public Involvement Process

RTC is committed to a public involvement process that is proactive, supports early and continuous participation, provides timely information, 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 September 2, 2022, until October 4, 2022, 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 2022 through October 2022, 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 include project cost adjustment, scope changes, addition of projects, and more. When a change is requested, it will be identified as an Update, Administrative Modification, or TIP Amendment. The process for incorporating the change into the TIP differs by the type of change and the regional action that is required. Changes to the TIP may be submitted monthly between December and September. Written requests for changes to the TIP are due to RTC eight days prior to the third Friday of each month, which is usually the second Thursday.

Updates do not substantially change a project and may be handled administratively by RTC Staff. Administrative Modifications are moderate changes that require approval from the RTC Executive Director. 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 the 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. Requests are also reviewed for financial feasibility, air quality conformity, consistency with the RTP and other state and federal requirements, etc.
3. Administrative Modifications and Amendments are posted on the RTC website: (<http://rtc.wa.gov/programs/tip/amendments>).
4. If a request is an Administrative Modification, the RTC Executive Director takes action. If approved, RTC staff will change the regional TIP and submit the change to WSDOT for inclusion in the STIP. RTAC is notified of all Administrative Modifications.

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

### Updates

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

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

### Administrative Modification

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

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



- ◆ Changes in federal funding amounts less than \$3 million (STIP Amendment required if change to total federal 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:

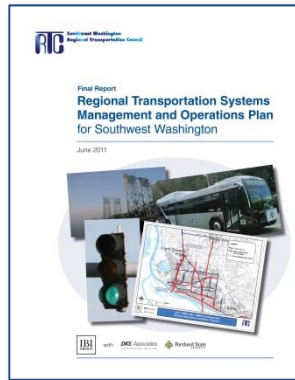
- ◆ Adding a new project, future project phase, or funding amount greater than \$3 million in federal funding
- ◆ Adding a regionally selected project or adding regionally selected federal funds to a project
- ◆ Major scope changes
- ◆ Changes to project's total programming amount that exceeds \$3 million

### Transportation Alternatives (TA) Process

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

Selection of TA projects is accomplished through the regional planning process and generally begins in the spring of each odd year (2023, 2025, etc.). The process includes the following steps: (1) Call for projects, (2) Applications received by deadline, (3) Evaluation of projects using regional criteria, (4) RTAC recommends a ranked list of projects for funding, and (5) RTC Board of Directors selects and programs a list of projects for funding.

## 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;
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities; and
11. Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR Part 200).
12. The MPO uses at least 2.5% of its PL funds on planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities.

## REGIONAL TRANSPORTATION PLAN

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



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

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

## CONGESTION MANAGEMENT PROCESS

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

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

Improvements that correct or mitigate identified deficiencies are 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.

## EQUITY AND ENVIRONMENTAL JUSTICE

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



The Justice40 Initiative supports Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. This Executive Order directs federal agencies to make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high adverse human health or environmental effects of its activities on minority and low-income populations. Environmental justice 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 and the Justice40 Initiative enhances the provisions found in Title VI of the Civil Rights Act of 1964. Title VI of the Civil Rights Act of 1964 prohibits discriminatory practices in programs and activities receiving federal funds. The transportation planning regulations require the metropolitan transportation planning process to be consistent with Title VI. RTC complies with Title VI and the Environmental Justice Executive Order by incorporating these requirements into the regional transportation planning process. RTC has prepared a Title VI Plan and Environmental Justice Profile that assists RTC in implementing these regulations.

### RTC's Process for the Inclusion of Equity and Environmental Justice in the TIP

RTC uses demographic data from the American Community 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 underserved 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 improve walking, biking, 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 (EPA) designated the urban area of the Vancouver portion of the Portland-Vancouver Interstate Air Quality Maintenance Area as a marginal nonattainment area for the 1-hour ozone (O<sub>3</sub>) NAAQS and a moderate carbon monoxide (CO) nonattainment area. This action was taken in accordance with Section 107 of the Federal Clean Air Act as amended in 1990.

The Southwest Clean Air Agency (SWCAA) developed, as supplements to the State Implementation Plan, two maintenance plans: one for carbon monoxide (CO) and another for ozone (O<sub>3</sub>). In October 1996 the Carbon Monoxide Maintenance Plan and in April 1997 the Ozone Maintenance Plan were approved by the EPA. Mobile source strategies contained in the maintenance plans were endorsed for implementation by the RTC Board of Directors (Resolution 02-96-04).



## Air Quality Status

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

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

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



## Applicable State Implementation Plan

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



## Air Quality Coordination

Although it is not mandatory, RTC will continue to coordinate and cooperate with air quality consultation agencies (Washington State Department of Ecology, EPA, FHWA, FTA, WSDOT, and SWCAA) when needed on any new regulatory and technical requirements that may affect the AQMA, as well as emerging issues related to air quality and transportation. RTC will consult with the agencies, as requested, in the review,



update, testing, and use of the Motor Vehicle Emissions Simulator emissions model to ensure accuracy and validity of model inputs for the Clark County region and consistency with state and federal guidance.

## On-Road Emission Reduction Strategies

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

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



## PERFORMANCE MEASURES

### Introduction

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

- (1) SAFETY—To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- (2) INFRASTRUCTURE CONDITION—To maintain the highway infrastructure asset system in a state of good repair
- (3) CONGESTION REDUCTION—To achieve a significant reduction in congestion on the National Highway System
- (4) SYSTEM RELIABILITY—To improve the efficiency of the surface transportation system
- (5) FREIGHT MOVEMENT AND ECONOMIC VITALITY—To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

Under MAP-21, public transportation agencies are required to develop transit asset management (TAM) plans that include capital asset inventories, condition assessments, decision support tools, and investment prioritization. In addition, MAP-21 calls for a Public Transportation Safety Program and the development of Public Transportation Agency Safety Plans (PTASPs) that include performance targets based on safety performance criteria and state of good repair standards.

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

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

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

RTC supports the targets set by the Washington Department of Transportation (WSDOT) and C-TRAN, the public transportation agency for Clark County, for each of the performance measures. By supporting WSDOT and C-TRAN targets for safety, infrastructure condition, congestion reduction, system performance, freight movement, transit asset management, and the transit safety plan, RTC is agreeing to plan and program projects, including those in the TIP, that contribute toward the accomplishment of the relevant WSDOT and C-TRAN performance targets. RTC Board of Directors' actions relating to performance measures and plans are documented at <https://www.rtc.wa.gov/programs/performance/>. RTC's region is in air quality attainment; therefore, the congestion reduction performance measures do not apply.

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

## Safety

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

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

## Infrastructure Condition (Pavement & Bridge)

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

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

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

## Congestion Reduction, System Reliability, and Freight Movement

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

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

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

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

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

To guide freight investments and improve freight system performance in Washington, WSDOT developed the Washington State Freight Investment Plan by engaging various freight partners and stakeholders, including MPOs and RTPOs. The Freight Investment Plan identifies freight priority projects and describes how those priorities would be invested and funded through National Highway Freight Program (NHFP) funds. Those NHFP investments would be incorporated into Statewide Transportation Improvement Programs (STIPs) and TIPs, contributing to improve statewide freight performance on the National Highway Freight Network. Over the coming years, WSDOT and its partners will further align planning and

programming with performance. All are committed to developing practical approaches to work towards our regional and statewide performance targets.

Since RTC's region is in air quality attainment, the congestion reduction performance measures do not apply.

## Transit Asset Management (TAM)

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

C-TRAN develops the TAM Plan for Clark County and reports annually on progress toward meeting the targets set in the Plan. These performance targets relate to rolling stock, equipment, infrastructure, and facilities. C-TRAN adopted a four-year TAM Plan in 2018.

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

## Transit Safety Plan

The Federal Transit Administration (FTA) established the Public Transportation Agency Safety Plan (PTASP) Final Rule in 2018. PTASP's are intended to improve public transportation safety by guiding transit agencies to more effectively manage safety risks in their systems. C-TRAN is required to develop a PTASP for Clark County and measure goals monthly against data from the previous two years. The C-TRAN Board of Directors certified C-TRAN's first PTASP on October 13, 2020, to meet federal performance-based planning program requirements.

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

# Chapter 2: Financial Plan and Resources

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

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

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*Maintenance can cost 4 to 8 times more when deferred.*

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## Operation and Maintenance Cost

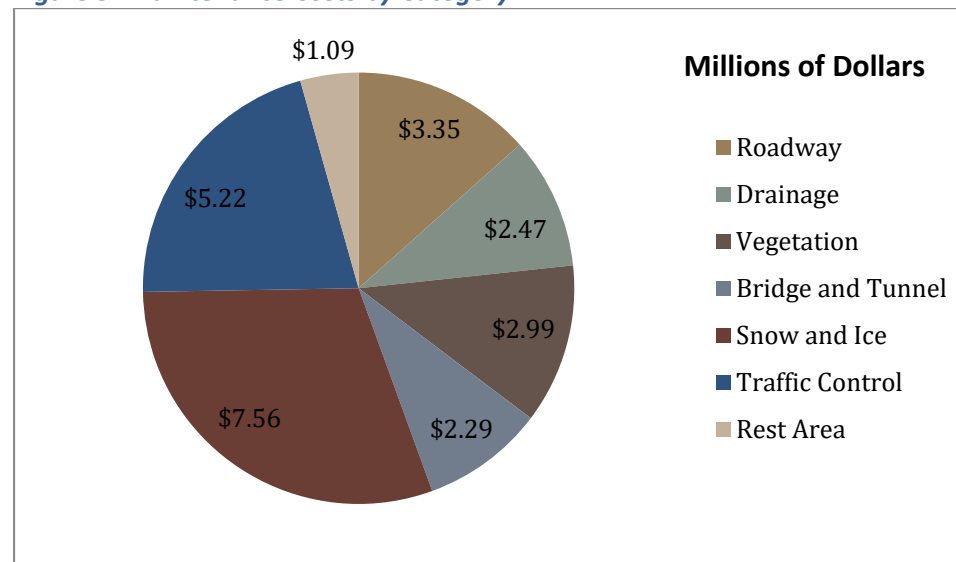
Maintenance and preservation costs for state and local agencies are being estimated based on historical data from the WSDOT Finance Division and the Southwest Region.

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 cost 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 of 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 its 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. This will result in an increase of the paratransit share of the operating budget from approximately 24% today to 34% in 2030.

Table 1 below summarizes preservation and maintenance costs for local and state facilities based on historical expenditures over the last ten years. Annual transit information is from C-TRAN’s 2018 Annual Financial Report, and 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
<b>Total Roadway</b>	<b>\$77,760,987</b>	<b>\$2,057,003,067</b>
Transit Operations	\$60,075,620	\$2,156,898,705

Source: WSDOT, C-TRAN

## DESCRIPTION OF REVENUE SOURCES

### FEDERAL

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

The BIL authorizes a single amount of formula funds each year for all the apportioned highway programs combined. That amount is apportioned among the states, and then each state's apportionment is divided among the individual apportioned programs. Part of Washington State's apportionment is then allocated to Southwest Washington Regional Transportation Council (RTC), which selects local transportation projects for funding under the Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality (CMAQ) program, Transportation Alternatives (TA) programs, Carbon Reduction Program (CRP), and Highway Infrastructure Program (HIP).

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

Another significant source of funding comes through federal discretionary programs where funding is appropriated on an annual basis. These programs utilize a competitive grant process at the federal level for the distribution of funds and include Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Infrastructure For Rebuilding America (INFRA), National Infrastructure Project Assistance Program (MEGA), Rural Surface Transportation Grants, Safe Streets and Roads for All (SS4A), Congestion Relief Program (CRP), Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program, Wildlife Crossings Pilot Program (WCPP), Charging and Fueling Infrastructure Grants Program, Bridge Investment Program, Healthy Streets Program, Reconnecting Communities Pilot Program, Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Grant Program, and the Reduction of Truck Emissions at Port Facilities Program.

The following section includes a brief description of major BIL funding programs:

### **National Highway Performance Program (NHPP)**

The BIL continues the National Highway Performance Program (NHPP) to provide 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 BIL 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 improve highway safety on all public roads, which focuses on performance. The State selects projects for funding.

### **National Highway Freight Program (NHFP)**

The BIL continues the National Highway Freight Program (NHFP) to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support freight goals. The State selects projects for funding.

### **Bridge Formula Program (BFP)**

The BIL establishes the Bridge Formula Program (BFP) to replace, rehabilitate, preserve, protect, and construct bridges on public roads, including non-federal-aid highway bridges. The State selects projects for funding.

### **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Formula Program**

The BIL establishes the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Formula Program to help make surface transportation more resilient to natural hazards— including climate change, sea level rise, flooding, extreme weather events, and other natural disasters. The State selects projects for funding.

### **National Electric Vehicle Infrastructure Formula Program (NEVI)**

The BIL establishes the National Electric Vehicle Infrastructure (NEVI) formula program for projects to strategically deploy electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability. The State selects projects for funding.

### **Congestion Mitigation and Air Quality (CMAQ)**

The BIL continues 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 BIL continues the Surface Transportation Block Grant (STBG) Program. The STBG promotes flexibility in state and local transportation decisions and provides flexible funding to best address state and local transportation needs. Funds can be used for improvements to roads, walking and biking infrastructure, and transit capital projects. STBG funds are divided among the following programs:

- ◆ **STBG-Urban Large (STBG-UL)/STBG Rural (STBG-R):** Formula allocation to the Clark County region for projects inside and outside the federal designated urban area boundary (See Figure 2). RTC selects projects for funding.
- ◆ **STBG-State (STBG):** Formula allocation to the Washington State Department of Transportation for use on state highway projects. The State selects projects for funding.
- ◆ **Transportation Alternatives (TA):** Formula funding for active transportation projects such as walking and biking facilities. RTC selects projects for funding.

### **Carbon Reduction Program (CRP)**

The BIL establishes the Carbon Reduction Program (CRP) that provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources and the development of carbon reduction strategies. RTC selects projects for funding.

### **Rebuilding American Infrastructure with Sustainability and Equity (RAISE)**

The RAISE grant is for investments in surface transportation infrastructure and will be awarded on a competitive basis to projects that will create high-quality jobs, improve safety, protect our environment, and generate equitable economic opportunity. RAISE 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 BIL continues 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 Infrastructure Project Assistance Program (Mega)**

The BIL establishes the National Infrastructure Project Assistance Program (Mega) that provides grants for surface transportation infrastructure projects that are too large or complex for traditional funding programs that will have a significant national or regional impact. The Federal Highway Administration selects projects through a national competitive grant program.

### **Rural Surface Transportation Grants**

The BIL establishes the Rural Surface Transportation Grants for projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, generate regional economic growth, and improve quality of life. The Federal Highway Administration selects projects through a national competitive grant program.

### **Safe Streets and Roads for All (SS4A)**

The BIL establishes the Safe Streets and Roads for All (SS4A) grant program to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users. The Federal Highway Administration selects projects through a national competitive grant program.

### **Congestion Relief Program (CRP)**

The BIL establishes the Congestion Relief Program (CRP) grant program to advance innovative, integrated, and multimodal solutions to reduce congestion and the related economic and environmental costs in the most congested metropolitan areas having an urbanized area population of at least 1 million people. The Federal Highway Administration selects projects through a national competitive grant program.

### **Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program**

The BIL establishes the Strengthening Mobility and Revolutionizing Transportation (SMART) grant program to conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety. The Federal Highway Administration selects projects through a national competitive grant program.

### **Charging and Fueling Infrastructure Grant Program**

The BIL establishes the Charging and Fueling Infrastructure grant program that provides funding to deploy electric vehicle charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors and in communities. The Federal Highway Administration selects projects through a national competitive grant program.

### **Bridge Investment Program**

The BIL establishes the Bridge Investment Program for projects to replace, rehabilitate, preserve, or protect bridges on the National Bridge Inventory and for projects that replace or rehabilitate culverts to improve flood control and improve habitat connectivity for aquatic spaces. The Federal Highway Administration selects projects through a national competitive grant program.

### **Healthy Streets Program**

The BIL establishes the Healthy Streets grant program for projects that address urban heat island effects and flooding in disadvantaged communities by deploying cool and porous pavements and by increasing tree cover. The Federal Highway Administration selects projects through a national competitive grant program.

### **Reconnecting Communities Pilot Program**

The BIL establishes the Reconnecting Communities Pilot grant program for projects to restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development. The Federal Highway Administration selects projects through a national competitive grant program.

### **Neighborhood Access and Equity Grants Program**

The Inflation Reduction Act establishes the Neighborhood Access and Equity Grants program to reconnect communities divided by existing infrastructure, mitigate negative impacts of transportation facilities or construction projects on communities and support equitable transportation planning. The Federal Highway Administration selects projects through a national competitive grant program.

### **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Grant Program (PROTECT)**

The BIL establishes the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) grant program to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters. The Federal Highway Administration selects projects through a national competitive grant program.

### **Reduction of Truck Emissions at Port Facilities Program**

The BIL establishes the Reduction of Truck Emissions at Port Facilities Program that provides grants for projects to reduce truck idling and emissions at ports, including through the advancement of port electrification. The Federal Highway Administration selects projects through a national competitive grant program.

### **Congressionally Designated Projects**

Over the years Congress has authorized and appropriated transportation funds for priority transportation projects in various transportation authorization and appropriations acts.

**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**

Federal Transit Administration's (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 Buses and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program.



### FTA Discretionary Funds

Along with the FTA formula fund programs, there are several stand-alone discretionary grant programs for public transit providers. These include the Public Transportation Innovation Grants, Transit Oriented Development (TOD) Planning Pilot Program, and FTA Capital Investment Grants.

## 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 allocated for non-highway projects, and a portion allocated to local jurisdictions.

### Washington State Department of Transportation (WSDOT)

The Washington State Department of Transportation (WSDOT) administers state and federally funded grant programs for local agencies. Many of the programs include a mix of state and federal funding, such as the Consolidated Grant, City Safety, and Safe Routes to School programs. Other funding programs that include only state funding are the Regional Mobility, Pedestrian and Bicycle, and Transit Support programs.

### 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 a portion 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 an assessed valuation less than \$2 billion.
- ◆ **Relight Washington (LED):** The main goal of the Relight Washington Program is to lower a city's streetlight 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 39 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, 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 its 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.

### **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.

### **Arterial Street Fund (ASF)**

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

### **Road Improvement District (RID)**

RIDs 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.

### **Transportation Benefit District (TBD)**

TBDs are quasi-municipal corporations and independent taxing districts that can raise revenue for specific transportation projects, usually through vehicle license fees or sales taxes. Any city or county may form a TBD by ordinance that identifies the specific boundary of the district and the transportation improvements that will be funded.

### **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 his or her share of the road improvement and for local government to construct the improvements as part of the overall capital project.

### **Latecomer Fees**

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

### **Sales and Use Tax**

C-TRAN’s major revenue source is a sales and use tax. 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 2023-2026 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 2023-2026.

**Table 2: 2023-2026 Financial Feasibility Summary**

*(Cost in Thousands of Dollars)*

Funding Type	Year	Carry-Over Previous Yr.	Allocation	Available Revenue	Program Totals	Remaining Funds
<b>Section 5307</b>	2023	\$0	\$7,205	\$7,205	\$7,205	\$0
	2024	\$0	\$7,205	\$7,205	\$7,205	\$0
	2025	\$0	\$7,205	\$7,205	\$7,205	\$0
	2026	\$0	\$7,205	\$7,205	\$7,205	\$0
<b>Section 5310</b>	2023	\$545	\$550	\$1,095	\$1,095	\$0
	2024	\$0	\$550	\$550	\$550	\$0
	2025	\$0	\$550	\$550	\$550	\$0
	2026	\$0	\$550	\$550	\$550	\$0
<b>Section 5337</b>	2023	\$164	\$165	\$329	\$329	\$0
	2024	\$0	\$165	\$165	\$165	\$0
	2025	\$0	\$165	\$165	\$165	\$0
	2026	\$0	\$165	\$165	\$165	\$0
<b>Section 5339 Sec. 5339(b)</b>	2023	\$3,362	\$620	\$3,982	\$3,982	\$0
	2024	\$0	\$620	\$620	\$620	\$0
	2025	\$0	\$620	\$620	\$620	\$0
	2026	\$0	\$620	\$620	\$620	\$0
<b>Bridge</b>	2024	\$0	\$3,843	\$3,843	\$3,843	\$0
<b>DEMO</b>	2023	\$0	\$2,500	\$2,500	\$2,500	\$0

Table 2 Continued: 2023-2026 Financial Feasibility Summary

*(Cost in Thousands of Dollars)*

<b>CMAQ</b>	2023	(\$2,188)	\$3,254	\$1,066	\$1,016	\$50
	2024	\$50	\$3,254	\$3,304	\$2,790	\$514
	2025	\$514	\$3,254	\$3,768	\$2,565	\$1,203
	2026	\$1,203	\$3,254	\$4,457	\$3,135	\$1,322
<b>STBG(UL) STBG(R)</b>	2023	(\$166)	\$7,309	\$7,143	\$6,111	\$1,032
	2024	\$1,032	\$7,309	\$8,341	\$8,120	\$221
	2025	\$221	\$7,309	\$7,530	\$7,009	\$521
	2026	\$521	\$7,309	\$7,830	\$6,830	\$1,000
<b>TA</b>	2023	(\$452)	\$1,021	\$569	\$0	\$569
	2024	\$569	\$1,021	\$1,589	\$650	\$939
	2025	\$939	\$1,021	\$1,960	\$0	\$1,960
	2026	\$1,960	\$1,021	\$2,980	\$0	\$2,980
<b>CRRSAA(UL) HIP(UL)</b>	2023	\$688	\$0	\$688	\$688	\$0
<b>STBG</b>	2023	\$0	\$162	\$162	\$162	\$0
	2024	\$0	\$60	\$60	\$60	\$0
<b>HIP</b>	2024	\$0	\$5,008	\$5,008	\$5,008	\$0
	2025	\$0	\$9,487	\$9,487	\$9,487	\$0
	2026	\$0	\$3,596	\$3,596	\$3,596	\$0
<b>HSIP</b>	2023	\$0	\$10,658	\$10,658	\$10,658	\$0
	2024	\$0	\$9,454	\$9,454	\$9,454	\$0
<b>NHFP</b>	2023	\$0	\$1,120	\$1,120	\$1,120	\$0
	2025	\$0	\$3,300	\$3,300	\$3,300	\$0
<b>NHPP</b>	2023	\$0	\$7,869	\$7,869	\$7,869	\$0
	2024	\$0	\$21,245	\$21,245	\$21,245	\$0
	2025	\$0	\$31,845	\$31,845	\$31,845	\$0
	2026	\$0	\$19,024	\$19,024	\$19,024	\$0
<b>WFL</b>	2023	\$0	\$425	\$425	\$425	\$0
	2024	\$0	\$1,020	\$1,020	\$1,020	\$0
<b>State/Local</b>	2023	\$0	\$66,229	\$66,229	\$66,229	\$0
	2024	\$0	\$54,936	\$54,936	\$54,936	\$0
	2025	\$0	\$81,613	\$81,613	\$81,613	\$0
	2026	\$0	\$102,050	\$102,050	\$102,050	\$0
<b>Financial Feasibility</b>		<b>\$1,953</b>	<b>\$515,941</b>	<b>\$517,895</b>	<b>\$512,591</b>	<b>\$5,303</b>

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# Chapter 3: 2023-2026 Funding Secured Projects

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## INTRODUCTION

Chapter 3 includes the list of all federally funded and regionally significant funded transportation projects within the Clark County, Washington region. Only regionally significant projects that plan to obligate funds within the next four years are included in this chapter. The list of projects included in the Transportation Improvement Program (TIP) often change, and the most updated list of projects can be found at <https://wsdot.wa.gov/LocalPrograms/Projects/Reports/ProjectSearch.aspx>.

Projects programmed in the first two years of the 2023-2026 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 2023-2026 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: Project Program Summary 2023-2026

Agency	Project	Description	Perform Measure	2023	2024	2025	2026
Battle Ground	Captain Strong & Chief Umtuch School Zone NW 12th Av./NW 1st St. Right Turn Lane NW 15th Av./W Main Street Intersection NW 20th Av. & NW 9th St. Intersection NW 5th Street, SR 503 to Parkway SE Grace Av., Main to Rasmussen SW Eaton Blvd., SW 20th Av. to SR-503	Install traffic control/calming devices Add SB right turn lane Widen to 5 lanes, with sidewalks Install compact roundabout Construct urban neighborhood collector Align Grace at Main Street Construct 3 lanes, w/sidewalks & bike lanes	S,NS S,C S,C,F S,C,NS S,C S,P,C,F,NS S,P,C,F,NS	RW/CN CN RW/CN PE/RW RW		CN RW CN	CN
C-TRAN	ADA Expansion Bus Replacement Highway 99 Bus Rapid Transit Preventative Maintenance	Provide additional ADA Services Purchase transit buses BRT Salmon Creek to Vancouver Waterfront Maintenance of transit assets	NS T,NS S,C,AQ,T,NS T	All All All All	All All RW All	All All CN All	All All CN All
Camas	Citywide Horizontal Curve Safety NW 38th Av., Parker to Grass Valley Pk.	Install horizontal curve warning signs Construct 3 lanes, w/sidewalks & bike lanes	S S,P,NS	PE/RW CN	CN		
Clark County	Day Break Bridge #273 Highway 99 Sidewalk, 102 St. to 104 St. Hockinson Elementary School Crosswalk Matney South Bridge #169 NE 119th St./NE 152nd Av. Intersection NE 152nd Av., Padden to 99th St. NE 15th Av., 179th St. to 10th Av. NE 179th St. at 29th Av. NE 182nd Av./NE Risto Rd. NE Delfel Rd., 179th St. to 184th St. NE St. Johns Road Pavement, 68 St. to 78 St. NE Sunset Falls Rd., Dole Valley Rd to Sunset NE Ward Road/NE Davis Road NW 78th St., Lakeshore to Hazel Dell Av. Orchards Sifton Adaptive Signals Salmon Creek/Hazel Dell Adaptive Signals Whipple, Knapps, Carson Bridge Bundle	Scour countermeasures and rehabilitate Sidewalk east of Hwy. 99 and S. of 104th St. School Crossing Upgrades Scour countermeasures and upgrade Construct roundabout Improve to 2 lanes, w/sidewalk & bike lanes Construct new minor arterial Construct roundabout Construct roundabout and overlay Realign roadway, roundabout at 179th St. Replace concrete slabs Pavement repairs Construct roundabout Pavement repairs Add adaptive signals Add adaptive signals Strengthen/rehabilitate 3 bridges	B S,NS S,NS B S,C S,P,NS S,P,C,F,NS S,C S,P S,F P P S,C P S,C,AQ S,C,AQ B	RW All CN CN S,C RW PE/RW CN CN CN RW CN CN CN CN CN	CN CN CN CN CN CN CN CN CN CN CN CN CN CN CN CN	CN CN CN CN CN CN	CN CN CN CN

Performance Measures - Safety(S), Pavement (P), Bridge (B), Congestion (C), Freight (F), Air Quality (AQ), Transit Asset (T), and Non-SOV (NS)  
Phase: Planning (PL), Preliminary Engineering (PE), Right of Way (RW), and Construction (CN)



Table 3 Continued: Project Program Summary 2023-2026

Agency	Project	Description	Perform Measure	2023	2024	2025	2026
La Center	4th Street Widening, Cedar to Highland Pedestrian Path on Pacific Highway Horizontal Curve & Roadway Departure	Widen road and replace culvert Construct shared use path Signs, markings, friction surface, clear zone	S,P,B,NS NS S	RW PE/RW	CN CN	CN	CN
Port of Vancouver	Renaissance Trail Segment 4 Renaissance Trail Segment 5	Construct shared use path Construct shared use path	S,NS S,NS			RW RW	
Ridgefield	Gee Creek Trail, Heron Dr. to Main Av. S 11th St. and S Timm Rd. Intersection Systemic Horizontal Curve Safety	Construct trail Signing, markings, lighting Guardrail and signage	S,NS S S	RW PE/RW PE/RW	CN CN CN		
RTC	RTC Program Support	Support the elements of UPWP	All	PL	PL	PL	PL
Vancouver	192nd Av. Corridor, NE 18th St. to SE 1st St. 78th St./Lake Shore Av. Intersection Evergreen Trail, Chelsea to Image Fourth Plain & Stapleton Intersection Fourth Plain - Ft. Vancouver To Andresen Fourth Plain - Main to Ft. Vancouver Fourth Plain Blvd. Road Diet, F to Ft. Van. Jefferson-Kauffman Realignment NE 137th Av., 49th St. to Fourth Plain NE 18th St., 97th to 107th Av. SE 1st Street, 177th - 192nd Av. SE 34th St., 162nd Av. to East City Limits	Upgrade to Principal Arterial Standards Intersection Improvements Construct paved multimodal path Improve signal operations Paving Paving Convert to three lanes, with bike lanes Realign offset intersection, w/bike & ped. Widen to 3 lanes with roundabouts Construct new road with roundabouts & path Construct 2-5 lane road, w/bike & sidewalks Road diet to 3 lanes with multimodal imp.	S,P,C,F,NS S,C,F,NS NS S,C P P S,NS S,NS S,P,C,NS S,P,C,F,NS S,P,C,F,NS S,P,NS	PE CN CN PE/CN PE/CN CN CN RW/CN PE	CN CN CN	PE CN	
Waghoulal	32nd St, Addy to Stiles	Markings, shoulders, lighting, guardrail	S	PE/RW	CN		
WSDOT	Asphalt/Chip Seal Preservation-Clark Co. Concrete Roadway Preservation-Clark Co. I-205 SB, 134th St to Mill Plain Ramp Meter I-5 Ridgefield Weigh Station-Improvement I-5 Ridgefield Weigh Station-Improvement I-5 SB E Fork Lewis River Bridge I-5/179th Street Interchange I-5/Columbia River Interstate Bridge	Resurface roadways Replace broken and cracked concrete panels Add southbound ramp meters Add Vehicle Weigh in Motion Add Vehicle Weigh in Motion Replace expansion joints Construct interchange Bridge replacement	P P S,C,F,AQ F F B S,P,B,C,F S,B,C,F,NS	PE/CN PE/CN PE	PE/CN CN CN PE PE	PE/CN CN PE RW	PE/CN PE CN

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

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

Table 3 Continued: Project Program Summary 2023-2026

Agency	Project	Description	Perform Measure	2023	2024	2025	2026
WSDOT Continue	I-5/E Fork Lewis River Bridge NB	Replace bridge with new structure	S,P	RW	CN	CN	CN
	I-5/I-5 over NE 78th St.	Replace expansion joints	B		PE	CN	
	I-5/Interstate Bridge	Electrical control system upgrade	B	CN			
	I-5/Mill Plain Boulevard	Construct interchange improvements	S,P,B,C,F,NS	PE	RW		CN
	I-5/N Fork Lewis River Bridge SB	Repair bridge	B	PE	CN		
	I-5/NB Interstate Bridge	Replace bearing clearances & gear alignment	B	CN			
	I-5/Salmon Creek Bridge	Replace expansion joints	B		PE	CN	
	I-5/SB E Fork Lewis River Bridge	Paint bridge	B			PE	
	Southwest WA Regional Signal System	Enhance ATMS capabilities	S,C,AQ	CN	CN		
	SR 500/I-5 at 39th St. - Corridor Connection	Add westbound right turn lane	S,C,AQ			PE	CN
	SR 500/I-5 to NE 112th Av. Vicinity	Replace Fiber	S,C	CN			
	SR 500/NE 42nd and 54th Av.	Construct safety improvements	S	RW/CN			
	SR 500/NE Robinson Rd. and NE 3rd St.	Intersection safety Improvements	S	RW	CN		
	SR 503/Lewis River (Yale) Bridge	Rehabilitate bridge deck	P,B		PE	CN	
	SR 503/NE Rock Creek Rd.	Intersection safety Improvements	S	CN			
	SW WA Joint Operation Center	Fund joint operation center for 3 years	S,C,AQ	PE	PE	PE	
	SWR Strategic Bridge Preservation 23-25	Strategic bridge preservation	B	CN			
SWR Strategic Bridge Preservation 25-27	Strategic bridge preservation	B			CN		

**Performance Measures** - Safety(S), Pavement (P), Bridge (B), Congestion (C), Freight (F), Air Quality (AQ), Transit Asset (T), and Non-SOV (NS)  
**Phase:** Planning (PL), Preliminary Engineering (PE), Right of Way (RW), and Construction (CN)

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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 30, 2022**

**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	000S(575)		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
RW	2023		HSIP	2,500		0	600	3,100
CN	2023		HSIP	84,800		0	0	84,800
<b>Project Totals</b>				<b>87,300</b>		<b>0</b>	<b>600</b>	<b>87,900</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
RW	3,100	0	0	0	0
CN	84,800	0	0	0	0
<b>Totals</b>	<b>87,900</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2022

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	530,000	

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	2023			0	CWA	420,000	30,000	450,000
<b>Project Totals</b>				<b>0</b>		<b>420,000</b>	<b>30,000</b>	<b>450,000</b>

**Expenditure Schedule**

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

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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 30, 2022**

**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	2023			0		CWA	200,000	0	200,000
CN	2023			0		CWA	565,000	0	565,000
<b>Project Totals</b>				<b>0</b>			<b>765,000</b>	<b>0</b>	<b>765,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
RW	200,000	0	0	0	0
CN	565,000	0	0	0	0
<b>Totals</b>	<b>765,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 30, 2022**

**County:** Clark

**Agency:** Battle Ground

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05			BG22-01	04	0.000	DCE	Yes	NW 9th Street	NW 9th Street	508,000	

NW 20th Avenue & NW 9th Street Intersection

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

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
PE	2023		HSIP	68,000		0	8,000	76,000
RW	2023		HSIP	14,000		0	2,000	16,000
CN	2024		HSIP	416,000		0	0	416,000
<b>Project Totals</b>				<b>498,000</b>		<b>0</b>	<b>10,000</b>	<b>508,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	76,000	0	0	0	0
RW	16,000	0	0	0	0
CN	0	416,000	0	0	0
<b>Totals</b>	<b>92,000</b>	<b>416,000</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 30, 2022**

**County:** Clark

**Agency:** Battle Ground

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00	CNWA (020)		BG11-08d	01	0.500	CE	Yes	SR 503	N Parkway Avenue	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 Fund Code	State Funds	Local Funds	Total
RW	2024				0	CWA	300,000	0	300,000
CN	2025				0	CWA	1,998,415	501,585	2,500,000
<b>Project Totals</b>					<b>0</b>		<b>2,298,415</b>	<b>501,585</b>	<b>2,800,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
RW	0	300,000	0	0	0
CN	0	0	2,500,000	0	0
<b>Totals</b>	<b>0</b>	<b>300,000</b>	<b>2,500,000</b>	<b>0</b>	<b>0</b>

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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 30, 2022**

**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	7,244,500	

SE Grace Avenue Phase 2 Improvements

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

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2023		STBG(UL)	400,000	TIB	500,000	644,500	1,544,500
CN	2026		STBG(UL)	1,900,000	TIB	2,500,000	700,000	5,100,000
<b>Project Totals</b>				<b>2,300,000</b>		<b>3,000,000</b>	<b>1,344,500</b>	<b>6,644,500</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
RW	1,544,500	0	0	0	0
CN	0	0	0	5,100,000	0
<b>Totals</b>	<b>1,544,500</b>	<b>0</b>	<b>0</b>	<b>5,100,000</b>	<b>0</b>



Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2022

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	7,299,167	

SW Eaton Boulevard Improvements

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

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2025		STBG(UL)	1,929,000		0	3,154,735	5,083,735
<b>Project Totals</b>				<b>1,929,000</b>		<b>0</b>	<b>3,154,735</b>	<b>5,083,735</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	0	5,083,735	0	0
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>5,083,735</b>	<b>0</b>	<b>0</b>

	Federal Funds	State Funds	Local Funds	Total
<b>Agency Totals for Battle Ground</b>	<b>4,814,300</b>	<b>6,483,415</b>	<b>5,041,420</b>	<b>16,339,135</b>

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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 30, 2022**

**County:** Clark

**Agency:** C-TRAN

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-02801	23	0.000	CE	No	District Wide	District Wide	3,431,377	

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	2023		5310	1,095,101			0	273,776	1,368,877
ALL	2024		5310	550,000			0	137,500	687,500
ALL	2025		5310	550,000			0	137,500	687,500
ALL	2026		5310	550,000			0	137,500	687,500
<b>Project Totals</b>				<b>2,745,101</b>			<b>0</b>	<b>686,276</b>	<b>3,431,377</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	681,377	687,500	687,500	687,500	687,500
<b>Totals</b>	<b>681,377</b>	<b>687,500</b>	<b>687,500</b>	<b>687,500</b>	<b>687,500</b>

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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 30, 2022**

**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	8,822,232	

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	2023		5339		1,238,915	0	309,729	1,548,644
ALL	2023		5337		329,470	0	82,368	411,838
ALL	2023		5339(b)		2,742,600	0	1,175,400	3,918,000
ALL	2024		5339		620,000	0	155,000	775,000
ALL	2024		5337		165,000	0	41,250	206,250
ALL	2025		5337		165,000	0	41,250	206,250
ALL	2025		5339		620,000	0	155,000	775,000
ALL	2026		5339		620,000	0	155,000	775,000
ALL	2026		5337		165,000	0	41,250	206,250
<b>Project Totals</b>					<b>6,665,985</b>	<b>0</b>	<b>2,156,247</b>	<b>8,822,232</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	3,918,000	1,960,482	981,250	981,250	981,250
<b>Totals</b>	<b>3,918,000</b>	<b>1,960,482</b>	<b>981,250</b>	<b>981,250</b>	<b>981,250</b>

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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 30, 2022**

**County:** Clark

**Agency:** C-TRAN

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03			CTRAN003	23	9.000	DCE	Yes	Vancouver Waterfront	Salmon Creek	50,000,000	

Highway 99 Bus Rapid Transit

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

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2024			0		0	1,000,000	1,000,000
CN	2025		CMAQ	2,500,000		0	39,000,000	41,500,000
CN	2026		CMAQ	2,500,000		0	0	2,500,000
<b>Project Totals</b>				<b>5,000,000</b>		<b>0</b>	<b>40,000,000</b>	<b>45,000,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
RW	0	1,000,000	0	0	0
CN	0	0	20,000,000	24,000,000	0
<b>Totals</b>	<b>0</b>	<b>1,000,000</b>	<b>20,000,000</b>	<b>24,000,000</b>	<b>0</b>

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2022

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	36,025,000	

Preventative Maintenance

For maintenance of transit assets.

**Funding**

Phase	Start Date	Federal Funds		State Fund Code	State Funds	Local Funds	Total	
		Federal	Fund Code					
ALL	2023		5307		7,205,000	0	1,801,250	9,006,250
ALL	2024		5307		7,205,000	0	1,801,250	9,006,250
ALL	2025		5307		7,205,000	0	1,801,250	9,006,250
ALL	2026		5307		7,205,000	0	1,801,250	9,006,250
		<b>Project Totals</b>			<b>28,820,000</b>	<b>0</b>	<b>7,205,000</b>	<b>36,025,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	9,006,250	9,006,250	9,006,250	9,006,250	0
<b>Totals</b>	<b>9,006,250</b>	<b>9,006,250</b>	<b>9,006,250</b>	<b>9,006,250</b>	<b>0</b>

Federal Funds		State Funds	Local Funds	Total	
Agency Totals for C-TRAN		43,231,086	0	50,047,523	93,278,609

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2022

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			012023	21	0.000	CE	Yes	Citywide	Citywide	360,000	

Citywide Horizontal Curve Safety Improvements

Install horizontal curve warning signs.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
PE	2023		HSIP	72,000		0	8,000	80,000
RW	2023		HSIP	18,000		0	2,000	20,000
CN	2024		HSIP	260,000		0	0	260,000
<b>Project Totals</b>				<b>350,000</b>		<b>0</b>	<b>10,000</b>	<b>360,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	80,000	0	0	0	0
RW	20,000	0	0	0	0
CN	0	250,000	10,000	0	0
<b>Totals</b>	<b>100,000</b>	<b>250,000</b>	<b>10,000</b>	<b>0</b>	<b>0</b>

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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 30, 2022**

**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	6,830,000	

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
					State Fund Code			
CN	2023		STBG(UL)	1,886,400		0	3,445,540	5,331,940
<b>Project Totals</b>				<b>1,886,400</b>		<b>0</b>	<b>3,445,540</b>	<b>5,331,940</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	5,000,000	331,940	0	0	0
<b>Totals</b>	<b>5,000,000</b>	<b>331,940</b>	<b>0</b>	<b>0</b>	<b>0</b>

Agency Totals for Camas	Federal Funds		State Funds	Local Funds	Total
	2,236,400		0	3,455,540	5,691,940



Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2022

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05	F067(006)		WA-13928	47	0.060	DCE	Yes	Bridge # 273	Bridge #273	2,994,000	

Day Break Bridge # 273

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

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2024	BR	2,454,000		0	0	2,454,000
<b>Project Totals</b>			<b>2,454,000</b>		<b>0</b>	<b>0</b>	<b>2,454,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	20,000	2,434,000	0	0
<b>Totals</b>	<b>0</b>	<b>20,000</b>	<b>2,434,000</b>	<b>0</b>	<b>0</b>

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2022

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	9906(061)		WA-13929	28	0.120	CE	Yes	Vicinity of NE 102nd Street	Vicinity of NE 104th Street	1,207,000	

Highway 99 Sidewalk

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

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2023			0		0	75,000	75,000
CN	2024		TA(UL)	400,000		0	278,000	678,000
<b>Project Totals</b>				<b>400,000</b>		<b>0</b>	<b>353,000</b>	<b>753,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
RW	75,000	0	0	0	0
CN	0	678,000	0	0	0
<b>Totals</b>	<b>75,000</b>	<b>678,000</b>	<b>0</b>	<b>0</b>	<b>0</b>

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2022

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			Cla-004	21	0.400	CE	No	NE 164th Street/NE 197th Avenue	NE 164th Street/NE 205th Avenue	445,000	

Hockinson Elementary School Flashers and Crosswalk  
 School crossing upgrades, including school flashers.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2023				0	SRTS	80,000	44,000	124,000
RW	2023				0		0	10,000	10,000
CN	2023				0	SRTS	309,000	2,000	311,000
<b>Project Totals</b>					<b>0</b>		<b>389,000</b>	<b>56,000</b>	<b>445,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	124,000	0	0	0	0
RW	10,000	0	0	0	0
CN	311,000	0	0	0	0
<b>Totals</b>	<b>445,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 30, 2022**

**County:** Clark

**Agency:** Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
06	2006(079)		WA-13933	47	0.010	DCE	Yes	NE 232nd Avenue	at Matney Creek	1,092,000	

Matney South Bridge # 169

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

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2024		BR	627,000		0	0	627,000
<b>Project Totals</b>				<b>627,000</b>		<b>0</b>	<b>0</b>	<b>627,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	20,000	607,000	0	0
<b>Totals</b>	<b>0</b>	<b>20,000</b>	<b>607,000</b>	<b>0</b>	<b>0</b>

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2022

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	5,736,000	

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	2023		HSIP	2,460,000			0	2,078,000	4,538,000
CN	2025		STBG(R)	395,000			0	0	395,000
<b>Project Totals</b>				<b>2,855,000</b>			<b>0</b>	<b>2,078,000</b>	<b>4,933,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	100,000	4,823,000	10,000	0	0
<b>Totals</b>	<b>100,000</b>	<b>4,823,000</b>	<b>10,000</b>	<b>0</b>	<b>0</b>

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2022

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05	4233(001)		WA-13177	03	0.750	CE	Yes	Padden Parkway	NE 99th Street	11,345,000	

NE 152nd Avenue

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

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2024		STBG(UL)	1,800,000			0	3,308,000	5,108,000
CN	2025		STBG(UL)	1,200,000			0	2,520,000	3,720,000
CN	2026		STBG(UL)	1,000,000			0	0	1,000,000
<b>Project Totals</b>				<b>4,000,000</b>			<b>0</b>	<b>5,828,000</b>	<b>9,828,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	762,000	8,727,000	339,000	0
<b>Totals</b>	<b>0</b>	<b>762,000</b>	<b>8,727,000</b>	<b>339,000</b>	<b>0</b>

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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 30, 2022**

**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	20,494,000	

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		State Fund Code	State Funds	Local Funds	Total
			Federal Funds	State Funds				
CN	2026	STBG(UL)	2,000,000			0	14,049,000	16,049,000
<b>Project Totals</b>			<b>2,000,000</b>			<b>0</b>	<b>14,049,000</b>	<b>16,049,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	0	3,000,000	10,000,000	3,049,000
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>3,000,000</b>	<b>10,000,000</b>	<b>3,049,000</b>



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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 30, 2022**

**County:** Clark

**Agency:** Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	4247(003)		WA-13174	03	0.630	DCE	Yes	NE 179th Street	NE 29th Avenue	20,826,000	

NE 179th Street at NE 29th Avenue

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

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Fund Code	Funds			
CN	2024		STBG(UL)		1,250,000	0	15,553,000	16,803,000
<b>Project Totals</b>					<b>1,250,000</b>	<b>0</b>	<b>15,553,000</b>	<b>16,803,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	8,375,000	8,428,000	0	0
<b>Totals</b>	<b>0</b>	<b>8,375,000</b>	<b>8,428,000</b>	<b>0</b>	<b>0</b>

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2022

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	06H1(001)		WA-13178	03	0.880	CE	Yes	Salmon Creek Bridge (MP 7.10)	NE 167th Avenue (MP 7.98)	3,475,000	

NE 182nd Avenue/NE Risto Road

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

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Funds				
RW	2023			0		0	295,000	295,000
CN	2024	STBG(R)		300,000		0	2,530,000	2,830,000
<b>Project Totals</b>				<b>300,000</b>		<b>0</b>	<b>2,825,000</b>	<b>3,125,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
RW	295,000	0	0	0	0
CN	0	2,000,000	825,000	5,000	0
<b>Totals</b>	<b>295,000</b>	<b>2,000,000</b>	<b>825,000</b>	<b>5,000</b>	<b>0</b>

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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 30, 2022**

**County:** Clark

**Agency:** Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05			WA-14780	01	0.590	CE	Yes	NE 179th Street	NE 184th Street	19,977,000	

NE Delfel Road

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

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2023		NHFP	700,000			0	700,000	1,400,000
RW	2023			0			0	2,400,000	2,400,000
CN	2025		NHFP	3,300,000			0	12,877,000	16,177,000
<b>Project Totals</b>				<b>4,000,000</b>			<b>0</b>	<b>15,977,000</b>	<b>19,977,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	463,000	312,000	625,000	0	0
RW	250,000	1,880,000	270,000	0	0
CN	0	0	15,000	8,000,000	8,162,000
<b>Totals</b>	<b>713,000</b>	<b>2,192,000</b>	<b>910,000</b>	<b>8,000,000</b>	<b>8,162,000</b>

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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 30, 2022**

**County:** Clark

**Agency:** Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	4347(006)		WA-13934	05	0.720	CE	Yes	NE 68th Street	NE 78th Street	3,060,000	

NE St. Johns Road Pavement Improvements

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

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2023		NHPP	2,430,000		0	200,000	2,630,000
<b>Project Totals</b>				<b>2,430,000</b>		<b>0</b>	<b>200,000</b>	<b>2,630,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	50,000	2,500,000	80,000	0	0
<b>Totals</b>	<b>50,000</b>	<b>2,500,000</b>	<b>80,000</b>	<b>0</b>	<b>0</b>

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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 30, 2022**

**County:** Clark

**Agency:** Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
07			Cla-003	06	5.470	CE	No	Dole Valley Road	Sunset Campground	576,000	

NE Sunset Falls Road - Chip Seal (Dole Valley Road - Sunset Campground)

Chip seal on approximately 5.5 miles of NE Sunset Falls Road to improve public access from Dole Valley Road to the Gifford Pinchot National Forest.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2023		WFL	424,846		0	67,154	492,000
<b>Project Totals</b>				<b>424,846</b>		<b>0</b>	<b>67,154</b>	<b>492,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	492,000	0	0	0	0
<b>Totals</b>	<b>492,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2022

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	000S(640)		ClaCo101	21	0.140	CE	Yes	NE Ward Road	NE Davis Road	4,357,000	

NE Ward Road/NE Davis Road

Restructure intersection to install a roundabout.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal Funds	State Fund Code			
RW	2023			0		0	110,000	110,000
CN	2024		HSIP	2,068,000		0	1,446,000	3,514,000
<b>Project Totals</b>				<b>2,068,000</b>		<b>0</b>	<b>1,556,000</b>	<b>3,624,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
RW	65,000	45,000	0	0	0
CN	0	2,200,000	1,312,000	2,000	0
<b>Totals</b>	<b>65,000</b>	<b>2,245,000</b>	<b>1,312,000</b>	<b>2,000</b>	<b>0</b>

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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 30, 2022**

**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	4392(016)		ClaCo103	05	1.100	CE	Yes	NW Lakeshore Avenue	NE Hazel Dell Avenue	2,794,000	

NW 78th Street

Pavement repairs, edge grinding, preleveling, applying a Hot Mix Asphalt (HMA) overlay, addressing ADA ramps as needed, upgrading ADA pedestrian push buttons at signalized crosswalks, enhancing pedestrian access, thermal restriping, and upgrading signage as needed.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2023		NHPP	2,197,000		0	200,000	2,397,000
<b>Project Totals</b>				<b>2,197,000</b>		<b>0</b>	<b>200,000</b>	<b>2,397,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	10,000	1,800,000	587,000	0	0
<b>Totals</b>	<b>10,000</b>	<b>1,800,000</b>	<b>587,000</b>	<b>0</b>	<b>0</b>

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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 30, 2022**

**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. PE is fully funded with federal funds using Toll Credits as Local Match.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2024		CMAQ	85,000			0	0	85,000
CN	2024		CMAQ	932,000			0	263,000	1,195,000
<b>Project Totals</b>				<b>1,017,000</b>			<b>0</b>	<b>263,000</b>	<b>1,280,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	85,000	0	0	0
CN	0	1,195,000	0	0	0
<b>Totals</b>	<b>0</b>	<b>1,280,000</b>	<b>0</b>	<b>0</b>	<b>0</b>



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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 30, 2022**

**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	1,247,000	

Salmon Creek/Hazel Dell Adaptive Signal Operations

Installation of adaptive signal operations, developing incident bypass adaptive traffic signal plans, Installing radios, camera systems, 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
CN	2023		CMAQ	735,000		0	218,000	953,000
<b>Project Totals</b>				<b>735,000</b>		<b>0</b>	<b>218,000</b>	<b>953,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	370,000	583,000	0	0	0
<b>Totals</b>	<b>370,000</b>	<b>583,000</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 30, 2022**

**County:** Clark

**Agency:** Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05	Z906(004)		WA-13931	47	0.150	DCE	Yes	Various	Various	1,507,000	

Whipple, Knapps, Carson Bridge Bundle

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

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2024	BR	762,000		0	0	762,000
<b>Project Totals</b>			<b>762,000</b>		<b>0</b>	<b>0</b>	<b>762,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	20,000	742,000	0	0
<b>Totals</b>	<b>0</b>	<b>20,000</b>	<b>742,000</b>	<b>0</b>	<b>0</b>

	Federal Funds	State Funds	Local Funds	Total
<b>Agency Totals for Clark Co.</b>	<b>27,519,846</b>	<b>389,000</b>	<b>59,223,154</b>	<b>87,132,000</b>

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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 30, 2022**

**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	13,442,501	

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	559,533	559,533
CN	2024		STBG(R)		1,045,000		0	9,382,968	10,427,968
CN	2026		STBG(R)		955,000		0	0	955,000
<b>Project Totals</b>					<b>2,000,000</b>		<b>0</b>	<b>9,942,501</b>	<b>11,942,501</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
RW	559,533	0	0	0	0
CN	0	10,427,968	0	955,000	0
<b>Totals</b>	<b>559,533</b>	<b>10,427,968</b>	<b>0</b>	<b>955,000</b>	<b>0</b>

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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 30, 2022**

**County:** Clark

**Agency:** La Center

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	0640(002)		WA-13140	28	0.340	CE	No	14th Avenue	City Sidewalk	1,373,000	

Pedestrian Path on Pacific Highway

Pedestrian and bicycle shared use path from 14th Avenue to city sidewalk

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2025			0		0	1,140,000	1,140,000
<b>Project Totals</b>				<b>0</b>		<b>0</b>	<b>1,140,000</b>	<b>1,140,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	0	1,140,000	0	0
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>1,140,000</b>	<b>0</b>	<b>0</b>

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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 30, 2022**

**County:** Clark

**Agency:** La Center

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05			WA-14853	21		CE	Yes	City Wide	City Wide	880,000	

Systemic Horizontal Curve and Roadway Departure Safety Improvements

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

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2023		HSIP	126,000			0	14,000	140,000
RW	2023		HSIP	27,000			0	3,000	30,000
CN	2024		HSIP	710,000			0	0	710,000
<b>Project Totals</b>				<b>863,000</b>			<b>0</b>	<b>17,000</b>	<b>880,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	140,000	0	0	0	0
RW	30,000	0	0	0	0
CN	0	710,000	0	0	0
<b>Totals</b>	<b>170,000</b>	<b>710,000</b>	<b>0</b>	<b>0</b>	<b>0</b>

	Federal Funds	State Funds	Local Funds	Total
<b>Agency Totals for La Center</b>	<b>2,863,000</b>	<b>0</b>	<b>11,099,501</b>	<b>13,962,501</b>

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2022

County: Clark

Agency: Port of Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	2006(080)		WA-13930	28	0.160	DCE	Yes	NW Gateway Ave	NW Old Lower River Rd	2,080,000	

Renaissance Trail Segment 4

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

**Funding**

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

**Expenditure Schedule**

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

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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 30, 2022**

**County:** Clark

**Agency:** Port of Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	0501(027)		WA-14240	28	0.500	CE	Yes	NW Old Lower River Road	NW Old Lower River Road	2,385,000	

Renaissance Trail Segment 5

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

**Funding**

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

**Expenditure Schedule**

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

Agency Totals for Port of Vancouver	Federal Funds		State Funds	Local Funds	Total
	Federal	State Fund Code			
	0		0	40,000	40,000

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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 30, 2022**

**County:** Clark

**Agency:** Ridgefield

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00	1085(008)		RF-026	28	0.540	CE	Yes	Heron Drive	Main Avenue	1,430,503	

Gee Creek Trail - North Segment

Construct Gee Creek Trail from Heron Drive to Main Avenue.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Fund Code				
RW	2023					0	10,000	10,000
CN	2024		WFL	1,019,785		0	0	1,019,785
<b>Project Totals</b>				<b>1,019,785</b>		<b>0</b>	<b>10,000</b>	<b>1,029,785</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
RW	10,000	0	0	0	0
CN	0	1,019,785	0	0	0
<b>Totals</b>	<b>10,000</b>	<b>1,019,785</b>	<b>0</b>	<b>0</b>	<b>0</b>



Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2022

County: Clark

Agency: Ridgefield

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05			WA-14869	21	0.000	DCE	Yes	City Wide	City Wide	380,000	

S 11th Street and S Timm Road Intersection Safety Improvements

Install intersection signing pavement markings, and street lighting.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal Funds	State Fund Code			
PE	2023		HSIP	27,000		0	3,000	30,000
RW	2023		HSIP	90,000		0	10,000	100,000
CN	2024		HSIP	250,000		0	0	250,000
<b>Project Totals</b>				<b>367,000</b>		<b>0</b>	<b>13,000</b>	<b>380,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	30,000	0	0	0	0
RW	100,000	0	0	0	0
CN	0	250,000	0	0	0
<b>Totals</b>	<b>130,000</b>	<b>250,000</b>	<b>0</b>	<b>0</b>	<b>0</b>

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2022

County: Clark

Agency: Ridgefield

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05			WA-14871	21	0.000	DCE	Yes	City Wide	City Wide	360,000	

Systemic Horizontal Curve Safety Improvement  
Install guardrail and signage on horizontal curves.

**Funding**

Phase	Start Date	Federal Funds		State Fund Code	State Funds	Local Funds	Total	
		Federal	Fund Code					
PE	2023		HSIP		72,000	0	8,000	80,000
RW	2023		HSIP		18,000	0	2,000	20,000
CN	2024		HSIP		260,000	0	0	260,000
		<b>Project Totals</b>			<b>350,000</b>	<b>0</b>	<b>10,000</b>	<b>360,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	80,000	0	0	0	0
RW	20,000	0	0	0	0
CN	0	260,000	0	0	0
<b>Totals</b>	<b>100,000</b>	<b>260,000</b>	<b>0</b>	<b>0</b>	<b>0</b>

Federal Funds		State Funds	Local Funds	Total	
Agency Totals for Ridgefield		1,736,785	0	33,000	1,769,785

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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 30, 2022**

**County:** Clark

**Agency:** RTC

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-08654	18	0.000	CE	No	County Wide	County Wide	4,225,433	

RTC Program Support

Support work elements of the Unified Planning Work Program (UPWP). Project is fully funded with federal funds using Toll Credit as Local Match.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
PL	2023		STBG(UL)	815,000		0	127,197	942,197
PL	2023		STBG(R)	60,000		0	9,364	69,364
PL	2024		STBG(UL)	825,000		0	128,757	953,757
PL	2024		STBG(R)	60,000		0	9,364	69,364
PL	2025		STBG(UL)	860,000		0	134,220	994,220
PL	2025		STBG(R)	60,000		0	9,364	69,364
PL	2026		STBG(UL)	915,000		0	142,803	1,057,803
PL	2026		STBG(R)	60,000		0	9,364	69,364
<b>Project Totals</b>				<b>3,655,000</b>		<b>0</b>	<b>570,433</b>	<b>4,225,433</b>

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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 30, 2022**

**County:** Clark

**Agency:** RTC

**Expenditure Schedule**

<b>Phase</b>	<b>1st</b>	<b>2nd</b>	<b>3rd</b>	<b>4th</b>	<b>5th &amp; 6th</b>
PL	1,011,561	1,023,121	1,063,584	1,127,167	0
<b>Totals</b>	<b>1,011,561</b>	<b>1,023,121</b>	<b>1,063,584</b>	<b>1,127,167</b>	<b>0</b>

**Federal Funds**

	<b>Federal Funds</b>	<b>State Funds</b>	<b>Local Funds</b>	<b>Total</b>
<b>Agency Totals for RTC</b>	<b>3,655,000</b>	<b>0</b>	<b>570,433</b>	<b>4,225,433</b>

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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 30, 2022**

**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-14767	03	1.100	DCE	Yes	NE 18th Street	SE 1st Street	19,096,188	

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

Upgrade substandard principal arterial to current urban arterial standards including additional travel lanes, turn pockets, medians, pedestrian and bicycle facilities on both sides, intersection improvements, lighting, and sound wall if necessary.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2025		STBG(UL)	750,000		0	1,500,000	2,250,000
<b>Project Totals</b>				<b>750,000</b>		<b>0</b>	<b>1,500,000</b>	<b>2,250,000</b>

**Expenditure Schedule**

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

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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 30, 2022**

**County:** Clark

**Agency:** Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03			WA-14175	03	0.250	CE	Yes	78th Street	78th Street	1,800,000	

78th Street/Lakeshore Avenue Intersection Improvements

This phase will include intersection improvements to 78th Street and Lakeshore Avenue to improve freight access and mobility for all modes. Improvements will include bicycle and pedestrian enhancements.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2023			0		0	300,000	300,000
<b>Project Totals</b>				<b>0</b>		<b>0</b>	<b>300,000</b>	<b>300,000</b>

**Expenditure Schedule**

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

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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 30, 2022**

**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			WA-05816	28	1.100	CE	Yes	SE Chelsea Avenue	SE Image Road	2,676,400	

Evergreen Trail

Build asphalt path along Evergreen Highway. PE done under federal project 4228(002).

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2024		TA(UL)	250,000			0	1,841,500	2,091,500
CN	2024		CMAQ	250,000			0	0	250,000
<b>Project Totals</b>				<b>500,000</b>			<b>0</b>	<b>1,841,500</b>	<b>2,341,500</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	2,341,500	0	0	0
<b>Totals</b>	<b>0</b>	<b>2,341,500</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 30, 2022**

**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	4280(022)		WA-13330	21	0.100	CE	No	Fourth Plain Boulevard	Stapleton Road	133,000	

Fourth Plain & Stapleton Intersection Improvements

Project will improve safety at the intersection by improving signal operations, upgrading signing and striping, and adding pedestrian countdown timers.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2023		HSIP	112,800		0	0	112,800
<b>Project Totals</b>				<b>112,800</b>		<b>0</b>	<b>0</b>	<b>112,800</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	112,800	0	0	0	0
<b>Totals</b>	<b>112,800</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2022

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-13923	05	2.400	CE	No	Fort Vancouver Way	Andresen	2,235,000	

Fourth Plain Blvd - Fort Vancouver Way to Andresen

Mill and inlay Fourth Plain from Fort Vancouver Way to Andresen

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal Funds	State Fund Code			
PE	2023			0		0	35,000	35,000
CN	2023		NHPP	1,760,000		0	440,000	2,200,000
<b>Project Totals</b>				<b>1,760,000</b>		<b>0</b>	<b>475,000</b>	<b>2,235,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	35,000	0	0	0	0
CN	2,200,000	0	0	0	0
<b>Totals</b>	<b>2,235,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 30, 2022**

**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-13924	05	1.200	CE	No	Main Street	Fort Vancouver Way	1,385,000	

Fourth Plain Blvd - Main Street to Fort Vancouver Way

Mill and inlay Fourth Plain from Main Street to Fort Vancouver Way.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2023				0		0	20,000	20,000
CN	2023		NHPP		672,000		0	273,000	945,000
CN	2023		NHFP		420,000		0	0	420,000
<b>Project Totals</b>					<b>1,092,000</b>		<b>0</b>	<b>293,000</b>	<b>1,385,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	20,000	0	0	0	0
CN	1,365,000	0	0	0	0
<b>Totals</b>	<b>1,385,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 30, 2022**

**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	2023		HSIP	715,000			0	0	715,000
<b>Project Totals</b>				<b>715,000</b>			<b>0</b>	<b>0</b>	<b>715,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	640,800	0	0	0
<b>Totals</b>	<b>0</b>	<b>640,800</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 30, 2022**

**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		STBG(UL)	1,840,000		0	6,635,000	8,475,000
<b>Project Totals</b>				<b>1,840,000</b>		<b>0</b>	<b>6,635,000</b>	<b>8,475,000</b>

**Expenditure Schedule**

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

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2022

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		STBG(UL)	2,950,000			0	10,550,000	13,500,000
CN	2024		STBG(UL)	1,000,000			0	0	1,000,000
<b>Project Totals</b>				<b>3,950,000</b>			<b>0</b>	<b>10,550,000</b>	<b>14,500,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	13,500,000	1,000,000	0	0	0
<b>Totals</b>	<b>13,500,000</b>	<b>1,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 30, 2022**

**County:** Clark

**Agency:** Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	4254(006)		WA-12440	01	0.520	DCE	Yes	97th Avenue	107th avenue	17,870,700	

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

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

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2025		STBG(UL)	1,815,000		0	12,174,000	13,989,000
<b>Project Totals</b>				<b>1,815,000</b>		<b>0</b>	<b>12,174,000</b>	<b>13,989,000</b>

**Expenditure Schedule**

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

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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 30, 2022**

**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-13329	03	0.750	DCE	Yes	177th Avenue	192nd Avenue	14,000,000	

SE 1st Street - 177th Ave to 192nd Ave

Project will be 2-5 lane section with sidewalks and bicycle facilities. Also includes lowering the roadway, installing a roundabout at 184th Avenue, and installing a new traffic signal at 190th Avenue. PE done under federal project STPUL-4266(002).

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
RW	2023				0		0	2,000,000	2,000,000
CN	2023		DEMO		2,500,000	TIB	2,000,000	6,500,000	11,000,000
<b>Project Totals</b>					<b>2,500,000</b>		<b>2,000,000</b>	<b>8,500,000</b>	<b>13,000,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
RW	2,000,000	0	0	0	0
CN	11,000,000	0	0	0	0
<b>Totals</b>	<b>13,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 30, 2022**

**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-14768	04	1.310	CE	No	SE 162nd Avenue	eastern City limits	1,330,000	

SE 34th Street Safety & Mobility Project

This project will repave SE 34th Street and restripe the corridor removing one travel lane in each direction. Improvements will include marked and enhanced pedestrian crossings, enhanced bicycle facilities, and ADA improvements.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2023			0		0	150,000	150,000
CN	2024		CMAQ	500,000		0	680,000	1,180,000
<b>Project Totals</b>				<b>500,000</b>		<b>0</b>	<b>830,000</b>	<b>1,330,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	150,000	0	0	0	0
CN	0	1,180,000	0	0	0
<b>Totals</b>	<b>150,000</b>	<b>1,180,000</b>	<b>0</b>	<b>0</b>	<b>0</b>

	Federal Funds	State Funds	Local Funds	Total
<b>Agency Totals for Vancouver</b>	<b>15,534,800</b>	<b>2,000,000</b>	<b>43,098,500</b>	<b>60,633,300</b>



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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 30, 2022**

**County:** Clark

**Agency:** Washougal

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04			WA-14870	21	1.160	CE	Yes	Addy Street	Stiles Road	896,000	

32nd Street from Addy Street to Stiles Road Corridor Improvements

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

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
PE	2023		HSIP	100,000		0	14,000	114,000
RW	2023		HSIP	18,000		0	2,000	20,000
CN	2024		HSIP	762,000		0	0	762,000
<b>Project Totals</b>				<b>880,000</b>		<b>0</b>	<b>16,000</b>	<b>896,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	114,000	0	0	0	0
RW	20,000	0	0	0	0
CN	0	762,000	0	0	0
<b>Totals</b>	<b>134,000</b>	<b>762,000</b>	<b>0</b>	<b>0</b>	<b>0</b>

				Federal Funds	State Funds	Local Funds	Total
<b>Agency Totals for Washougal</b>				<b>880,000</b>	<b>0</b>	<b>16,000</b>	<b>896,000</b>

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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 30, 2022**

**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	47,379,899	

Asphalt/Chip Seal Preservation SW MPO - Clark County

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

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

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds		State Funds		Local Funds	Total
			Federal	Fund Code	State Fund Code	State Funds		
PE	2023	NHPP	211,143		MVA	293,534	0	504,677
PE	2024	NHPP	148,814		MVA	1,278,122	0	1,426,936
PE	2025	NHPP	69,619		MVA	56,275	0	125,894
CN	2023	NHPP	270,129		MVA	5,403	0	275,532
CN	2023	STBG	162,438		MVA	3,249	0	165,687
CN	2023		0		MVA	1,093,611	0	1,093,611
CN	2024	NHPP	13,017,874		MVA	260,357	0	13,278,231
CN	2025	STBG	60,218		MVA	1,204	0	61,422
CN	2025	NHPP	3,543,530		MVA	70,871	0	3,614,401
CN	2026	NHPP	2,920,093		MVA	141,859	0	3,061,952
<b>Project Totals</b>			<b>20,403,858</b>			<b>3,204,485</b>	<b>0</b>	<b>23,608,343</b>

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2022

County:

Agency: WSDOT - SW

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	504,677	1,426,936	125,894	0	0
CN	1,534,830	13,278,231	3,675,823	3,061,952	0
<b>Totals</b>	<b>2,039,507</b>	<b>14,705,167</b>	<b>3,801,717</b>	<b>3,061,952</b>	<b>0</b>

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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 30, 2022**

**County:**

**Agency:** WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		WPSWRT C	WPSWRTC06	05		CE	No	Various	Various	15,015,337	

Concrete Roadway Preservation SW MPO - Clark County

Replace broken and/or cracked concrete panels. The individual projects may be found at <http://www.wsdot.wa.gov/projects/search/> under the "Programmatic Projects in STIP" tab.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Fund Code				
CN	2024	NHPP	2,240,461		MVA	44,809	0	2,285,270
CN	2025	NHPP	9,904,493		MVA	198,090	0	10,102,583
<b>Project Totals</b>			<b>12,144,954</b>			<b>242,899</b>	<b>0</b>	<b>12,387,853</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	2,285,270	10,102,583	0	0
<b>Totals</b>	<b>0</b>	<b>2,285,270</b>	<b>10,102,583</b>	<b>0</b>	<b>0</b>

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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 30, 2022**

**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(287)	420523Q	420523Q06	21	9.090	CE	No	28.00	37.09	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 Fund Code	State Funds	Local Funds	Total
			Federal	Fund Code				
CN	2024	CMAQ		1,022,600		0	362,290	1,384,890
<b>Project Totals</b>				<b>1,022,600</b>		<b>0</b>	<b>362,290</b>	<b>1,384,890</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,384,890	0	0	0	0
<b>Totals</b>	<b>1,384,890</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2022

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		400525W	400525W06	44	0.770	CE	No	015.04	015.81	280,000	

I-5 Ridgefield Weigh Station - Improvement

Add Vehicle Weigh in Motion.

**Funding**

Phase	Start Date	Federal Funds		State Fund Code	State Funds	Local Funds	Total
		Federal	Fund Code				
PE	2026				0	60,000	60,000
<b>Project Totals</b>					<b>0</b>	<b>60,000</b>	<b>60,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	50,871	9,129
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50,871</b>	<b>9,129</b>

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2022

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		400525V	400525V06	44	0.770	CE	No	015.04	015.81	280,000	

I-5 Ridgefield Weigh Station - Improvement

Add Vehicle Weigh in Motion

**Funding**

Phase	Start Date	Federal Funds		State Fund Code	State Funds	Local Funds	Total
		Federal	Fund Code				
PE	2026				0	60,000	60,000
<b>Project Totals</b>					<b>0</b>	<b>60,000</b>	<b>60,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	50,871	9,129
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50,871</b>	<b>9,129</b>

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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 30, 2022**

**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		400527E	400527E06	47	0.160	CE	No	18.21	18.37	670,464	

I-5 SB E Fork Lewis River Bridge - Replace Expansion Joints

Replace Expansion Joints Bridge 5/36W

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2025		NHPP	114,048		MVA	4,752	0	118,800
CN	2026		NHPP	540,631		MVA	11,033	0	551,664
<b>Project Totals</b>				<b>654,679</b>			<b>15,785</b>	<b>0</b>	<b>670,464</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	88,561	30,239	0
CN	0	0	0	212,083	339,581
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>88,561</b>	<b>242,322</b>	<b>339,581</b>



Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2022

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	50,499,020	

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
RW	2025			0	CWA	3,000,000	0	3,000,000
<b>Project Totals</b>				<b>0</b>		<b>8,000,000</b>	<b>0</b>	<b>8,000,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	511,603	1,659,315	1,893,766	935,316	0
RW	0	0	1,538,904	1,461,096	0
<b>Totals</b>	<b>511,603</b>	<b>1,659,315</b>	<b>3,432,670</b>	<b>2,396,412</b>	<b>0</b>

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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**August 30, 2022**

**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	90,000,000	

I-5/Columbia River Interstate Bridge - Replacement

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

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2023			0	MAW	10,000,000	0	10,000,000
<b>Project Totals</b>				<b>0</b>		<b>10,000,000</b>	<b>0</b>	<b>10,000,000</b>

**Expenditure Schedule**

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

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2022

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	78,152,228	

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

**Funding**

Phase	Start Date	Federal Funds		State Funds		Local Funds	Total
		Federal	Fund Code	State Fund Code	State Funds		
RW	2023		NHPP		MVA	0	84,075
CN	2024		HIP		MVA	0	5,110,527
CN	2025		HIP		MVA	0	9,681,080
CN	2025		NHPP		MVA	0	10,193,143
CN	2026		HIP		MVA	0	3,669,322
CN	2026		NHPP		MVA	0	15,881,152
<b>Project Totals</b>				<b>43,726,913</b>		<b>892,386</b>	<b>44,619,299</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
RW	83,012	1,063	0	0	0
CN	0	5,110,527	19,874,233	19,550,464	0
<b>Totals</b>	<b>83,012</b>	<b>5,111,590</b>	<b>19,874,233</b>	<b>19,550,464</b>	<b>0</b>

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

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August 30, 2022

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	1,251,670	

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	148,243		MVA	6,177	0	154,420
CN	2025		NHPP	1,075,305		MVA	21,945	0	1,097,250
<b>Project Totals</b>				<b>1,223,548</b>			<b>28,122</b>	<b>0</b>	<b>1,251,670</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	126,310	28,110	0	0
CN	0	0	1,065,684	31,566	0
<b>Totals</b>	<b>0</b>	<b>126,310</b>	<b>1,093,794</b>	<b>31,566</b>	<b>0</b>

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

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August 30, 2022

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	MVA	460,000	0	460,000
<b>Project Totals</b>				<b>0</b>		<b>460,000</b>	<b>0</b>	<b>460,000</b>

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	181,843	230,838	47,319	0	0
<b>Totals</b>	<b>181,843</b>	<b>230,838</b>	<b>47,319</b>	<b>0</b>	<b>0</b>

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

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August 30, 2022

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 Funds		State Fund Code	State Funds	Local Funds	Total	
		Federal	Fund Code					
PE	2023			0	CWA	9,300,000	0	9,300,000
RW	2024			0	CWA	6,800,000	0	6,800,000
CN	2026			0	CWA	81,600,000	0	81,600,000
<b>Project Totals</b>				<b>0</b>		<b>97,700,000</b>	<b>0</b>	<b>97,700,000</b>

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	946,065	3,176,896	3,563,483	1,613,556	0
RW	0	1,400,636	4,213,109	1,186,255	0
CN	0	0	0	69,100,000	12,500,000
<b>Totals</b>	<b>946,065</b>	<b>4,577,532</b>	<b>7,776,592</b>	<b>71,899,811</b>	<b>12,500,000</b>

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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

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**August 30, 2022**

**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	5,511,433	

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

Repair steel truss and concrete approach spans.

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

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2023		NHPP	246,593		MVA	10,274	0	256,867
CN	2024		NHPP	5,100,474		MVA	104,092	0	5,204,566
<b>Project Totals</b>				<b>5,347,067</b>			<b>114,366</b>	<b>0</b>	<b>5,461,433</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	175,000	81,867	0	0	0
CN	0	4,980,698	223,868	0	0
<b>Totals</b>	<b>175,000</b>	<b>5,062,565</b>	<b>223,868</b>	<b>0</b>	<b>0</b>

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

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August 30, 2022

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	275,000	

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 Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2023		0	MVA	260,000	0	260,000
<b>Project Totals</b>			<b>0</b>		<b>260,000</b>	<b>0</b>	<b>260,000</b>

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	260,000	0	0	0	0
<b>Totals</b>	<b>260,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2022

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	1,420,708	

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	132,480		MVA	5,520	0	138,000
CN	2025		NHPP	1,257,054		MVA	25,654	0	1,282,708
<b>Project Totals</b>				<b>1,389,534</b>			<b>31,174</b>	<b>0</b>	<b>1,420,708</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	112,883	25,117	0	0
CN	0	0	1,282,708	0	0
<b>Totals</b>	<b>0</b>	<b>112,883</b>	<b>1,307,825</b>	<b>0</b>	<b>0</b>

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2022

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		400525S	400525S06	47	0.160	CE	No	18.21	18.37	4,305,348	
I-5/SB E Fork Lewis River Bridge - Painting											
Paint bridge 005/036W											

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2025		NHPP	272,321		MVA	11,347	0	283,668
<b>Project Totals</b>				<b>272,321</b>			<b>11,347</b>	<b>0</b>	<b>283,668</b>

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	49,194	194,549	39,925
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>49,194</b>	<b>194,549</b>	<b>39,925</b>

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2022

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00	9999(882)	400020Q	400020Q06	21		CE	No	Various	Various	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
CN	2023	CRRSAA(UL)	196,376		MVA	67,214	0	263,590
CN	2023	HIP(UL)	122,386		MVA	41,891	0	164,277
CN	2023	CMAQ	281,238		MVA	95,895	0	377,133
<b>Project Totals</b>			<b>600,000</b>			<b>205,000</b>	<b>0</b>	<b>805,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	805,000	0	0	0	0
<b>Totals</b>	<b>805,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

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August 30, 2022

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		401423B	401423B06	47	0.200	CE	No	12.62	12.82	6,011,950	

SR 14/Camas Slough Bridge - Painting

Paint Camas Slough Bridge 014/025

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2024		NHPP	388,752		MVA	16,198	0	404,950
CN	2025		NHPP	5,494,860		MVA	112,140	0	5,607,000
<b>Project Totals</b>				<b>5,883,612</b>			<b>128,338</b>	<b>0</b>	<b>6,011,950</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	317,637	87,313	0	0
CN	0	0	2,203,145	3,343,669	60,186
<b>Totals</b>	<b>0</b>	<b>317,637</b>	<b>2,290,458</b>	<b>3,343,669</b>	<b>60,186</b>

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

**2023 to 2026**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

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**County:**

**Agency:** WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03		450026Q	450026Q06	21	0.070	CE	No	0.17	0.24	985,000	

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

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

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2025		CMAQ	65,000		MVA	35,000	0	100,000
CN	2026		CMAQ	635,000		MVA	115,000	135,000	885,000
<b>Project Totals</b>				<b>700,000</b>			<b>150,000</b>	<b>135,000</b>	<b>985,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	72,411	27,589	0
CN	0	0	0	885,000	0
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>72,411</b>	<b>912,589</b>	<b>0</b>

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

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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		450022F	450022F06	21	5.450	CE	No	0	5.45	672,580	

SR 500/I-5 to NE 112th Ave Vicinity - Replace Fiber

Replace fiber on SR 500 and on I-5 to Main Street Cabinet Connection

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2023		HSIP	579,474		MVA	11,826	0	591,300
<b>Project Totals</b>				<b>579,474</b>			<b>11,826</b>	<b>0</b>	<b>591,300</b>

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	591,300	0	0	0	0
<b>Totals</b>	<b>591,300</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

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August 30, 2022

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	0500(028)	450023I	450023I06	21	1.020	CE	Yes	1.57	2.59	4,686,467	

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

Construct safety improvements

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
RW	2023		HSIP	543,686		MVA	11,096	0	554,782
CN	2023		HSIP	3,522,610		MVA	71,890	0	3,594,500
<b>Project Totals</b>				<b>4,066,296</b>			<b>82,986</b>	<b>0</b>	<b>4,149,282</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
RW	554,782	0	0	0	0
CN	1,450,846	1,711,472	432,182	0	0
<b>Totals</b>	<b>2,005,628</b>	<b>1,711,472</b>	<b>432,182</b>	<b>0</b>	<b>0</b>

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2022

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	6,933,006	

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	2023		HSIP	1,143,072		MVA	23,328	0	1,166,400
CN	2024		HSIP	4,728,304		MVA	96,496	0	4,824,800
<b>Project Totals</b>				<b>5,871,376</b>			<b>119,824</b>	<b>0</b>	<b>5,991,200</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
RW	598,698	567,702	0	0	0
CN	0	3,129,443	1,695,357	0	0
<b>Totals</b>	<b>598,698</b>	<b>3,697,145</b>	<b>1,695,357</b>	<b>0</b>	<b>0</b>



Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

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August 30, 2022

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.
04		450323P	450323P06A	14	0.090	CE	No	27.84	27.93	197,010	

SR 503/Lewis River (Yale) Bridge - Bridge Deck Rehab

Rehabilitate bridge deck.

This project is in Clark and Cowlitz Counties.

See also record for SWW RTPO.

Each record contains half the costs.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Fund Code				
PE	2024	NHPP	67,579		MVA	2,816	0	70,395
CN	2025	NHPP	124,082		MVA	2,533	0	126,615
<b>Project Totals</b>			<b>191,661</b>			<b>5,349</b>	<b>0</b>	<b>197,010</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	59,960	10,435	0	0
CN	0	0	104,930	21,685	0
<b>Totals</b>	<b>0</b>	<b>59,960</b>	<b>115,365</b>	<b>21,685</b>	<b>0</b>

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2022

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.
04	0503(041)	450323I	450323I06	21	0.020	CE	No	13.71	13.73	1,086,550	

SR 503/NE Rock Creek Rd - Intersection Improvements

Provide safety improvements at intersection.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2023		HSIP	844,309		MVA	17,231	0	861,540
<b>Project Totals</b>				<b>844,309</b>			<b>17,231</b>	<b>0</b>	<b>861,540</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	797,700	63,841	0	0	0
<b>Totals</b>	<b>797,700</b>	<b>63,841</b>	<b>0</b>	<b>0</b>	<b>0</b>

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2022

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			SWTMC2022	15		CE	No	N/A	N/A	1,152,000	

SW WA Joint Operation Center

Provides 3 year funding for Operations and Maintenance of SWR Regional Traffic Management Center (SWTMC).

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2023	CRRSAA(UL)	369,000		MVA	49,815	0	418,815
PE	2024		0		MVA	366,593	0	366,593
PE	2025		0		MVA	366,592	0	366,592
<b>Project Totals</b>			<b>369,000</b>			<b>783,000</b>	<b>0</b>	<b>1,152,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	418,815	366,593	366,592	0	0
<b>Totals</b>	<b>418,815</b>	<b>366,593</b>	<b>366,592</b>	<b>0</b>	<b>0</b>

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2022

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
<b>Project Totals</b>				<b>0</b>		<b>125,000</b>	<b>0</b>	<b>125,000</b>

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	19,842	76,128	29,030	0	0
<b>Totals</b>	<b>19,842</b>	<b>76,128</b>	<b>29,030</b>	<b>0</b>	<b>0</b>

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2022

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00		400025B	400025B06	14		CE	No	0.00	0.00	125,000	

SWR Strategic Bridge Preservation 25-27

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

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

**Funding**

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

**Expenditure Schedule**

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

Agency Totals for WSDOT - SW	Federal Funds		State Funds	Local Funds	Total
	105,291,202		122,714,118	617,290	228,622,610



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# APPENDICES

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APPENDIX A: Major Project List

APPENDIX B: CMAQ Air Quality Projects

APPENDIX C: Public Comments

APPENDIX D: 2023-2026 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 tables below provides a summary of estimated project status from the 2022-2025 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 4: Major Projects from 2022-2025 TIP That Were Implemented (Obligated)**

Funding Program	Agency	Project Name	Phase	Federal Funds	State Funds	Local Funds	Total Funds
STBG	Battle Ground	SR 502/SR 503 Right Turn Lanes	CN	\$2,950,000		\$1,210,402	\$4,160,402
CMAQ/S. 5309/S. 5337	C-TRAN	Bus Replacement	All	\$1,401,000		\$339,000	\$1,740,000
CMAQ/FTA Discretionary	C-TRAN	Mill Plain BRT	CN	\$7,009,781		\$826,178	\$7,835,959
TA	Clark County	NE Hazel Dell Avenue Sidewalk Improvements	CN	\$600,000	\$225,000	\$475,000	\$1,300,000
NHFP	WSDOT	I-5/NB Lewis River Bridge – Deck Repair	CN	\$3,246,387		\$66,252	\$3,312,639
NHPP	WSDOT	I-5/SB Lewis River Bridge – Deck Overlay	CN	\$3,020,826		\$61,649	\$3,082,475

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

**Table 5: Major Projects from 2022-2025 TIP That Were Delayed**

Funding Program	Agency	Project Name	Phase	Federal Funds	State Funds	Local Funds	Total Funds
HSIP	Battle Ground	Captain Strong & Chief Umtuch School Zone	CN	\$87,300		\$600	\$87,900
HSIP	Clark County	NE 119 <sup>th</sup> Street/NE 152nd Avenue Intersection	CN	\$2,460,000		\$1,779,000	\$4,239,000
HSIP	Vancouver	Fourth Plain & Stapleton Intersection Imp.	CN	\$112,800		\$0	\$112,800
HSIP	Vancouver	Fourth Plain Blvd. Road Diet	CN	\$640,800		\$0	\$640,800

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

**Table 6: Federally Funded Walking and Biking Projects from the 2022-2025 TIP That Were Obligated**

Funding Program	Agency	Project Name	Phase	Federal Funds	State Funds	Local Funds	Total Funds
HSIP	Battle Ground	Country Terrace Subdivision Safety Upgrades	RW/CN	\$131,100		\$600	\$131,700
CRRSAA	Battle Ground	SW Eaton Boulevard Improvements	RW	\$825,000		\$128,757	\$953,757
CRRSAA	Camas	NW 38th Avenue Improvements Ph 3	RW	\$477,900		\$335,100	\$813,000
TA	Clark County	Highway 99 Sidewalk	PE	\$145,000		\$29,000	\$174,000
TA	Clark County	NE Hazel Dell Avenue Sidewalk Imp.	CN	\$600,000	\$225,000	\$475,000	\$1,300,000
TA	La Center	Pedestrian Path on Pacific Highway	PE	\$200,000		\$33,000	\$233,000
TA	Port of Vancouver	Renaissance Trail Segment 4	PE	\$280,000		\$0	\$280,000
TA	Port of Vancouver	Renaissance Trail Segment 5	PE	\$315,000		\$0	\$315,000
STBG	Vancouver	SE 1st Street, 164th Av. to 177 <sup>th</sup> Av.	CN	\$950,000		\$0	\$950,000
TA	Washougal	S 27 <sup>th</sup> Street Shared Use Path	PE	\$224,000		\$0	\$224,000
SRTS	WSDOT	SR 500/NE Fourth Plain, 162-166 <sup>th</sup> Av.	CN	\$831,587		\$12,800	\$844,387

*(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 2023-2026 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 7: CMAQ Air Quality Project Status**

Agency	Project Title	Project Description	Air Quality Benefits (kg per day)		
			CO	HC	NOx
C-TRAN	Highway 99 Bus Rapid Transit	Construct Bus Rapid Transit (BRT) Service between Salmon Creek and Vancouver Waterfront	-79.832	-7.871	-6.746
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	Orchards Sifton Adaptive Signals	Expand Fiber Optic, add Synchro Adaptive and cameras to eight intersections on 76th St. and 99th St.	-13.393	-1.377	-3.113
Vancouver	Evergreen Trail	Build asphalt path along one side of Evergreen Highway	-2.415	-0.205	-0.160
Vancouver	SE 34th Street Safety & Mobility Project	Road diet to 3 lanes, with enhanced pedestrian crossings, bicycle facilities, and ADA improvements	-2.876	-0.244	-0.244
WSDOT	I-205 SB 134th 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	SR 500, I-5 at 39th St. – Corridor Connection	Construct westbound right-turn lane from E 39th Street to I-5 Northbound ramp	-1.614	-0.166	-0.375

\* 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 2023-2026 Transportation Improvement Program (TIP) through a public involvement process. This process includes a minimum of a 30-day public comment period. Public comment period concluded with testimony at the October RTC Board meeting. The draft TIP document and project information was made available during the public comment period. The following table includes all comments received, along with RTC staff responses:

**Table 8: Public Comments**

Project	Support Project	Comment	Staff Response



## APPENDIX D: 2023-2026 TIP Project Analysis

### Introduction

Appendix D provides an overview of the projects included in the 2023-2026 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 stand-alone projects that primarily encourage walking and biking. 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 includes preparing, analyzing, and implementing studies and plans to improve transport systems.
- ◆ **Preservation:** This represents a proactive approach to maintain 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 that 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 9: Projects by Type**

<b>Project Type</b>	<b>Number of Projects</b>	<b>% of Projects</b>	<b>Total Programmed</b>	<b>% of Total Programmed</b>
<b>Bicycle &amp; Pedestrian</b>	9	11.4%	\$6,552,185	1.3%
<b>Bridge</b>	17	21.5%	\$86,671,703	16.9%
<b>Planning</b>	1	1.3%	\$4,225,433	0.8%
<b>Preservation</b>	7	8.9%	\$45,135,196	8.8%
<b>Road Improvement</b>	18	22.8%	\$226,128,175	44.1%
<b>Safety</b>	14	17.7%	\$44,201,022	8.6%
<b>Transit</b>	4	5.1%	\$93,278,609	18.2%
<b>TSMO</b>	9	11.4%	\$6,398,990	1.2%
<b>Total</b>	<b>73</b>	<b>100%</b>	<b>\$508,351,735</b>	<b>100%</b>



Figure 6: Percentage of Projects by Project Type (Total Projects 79)

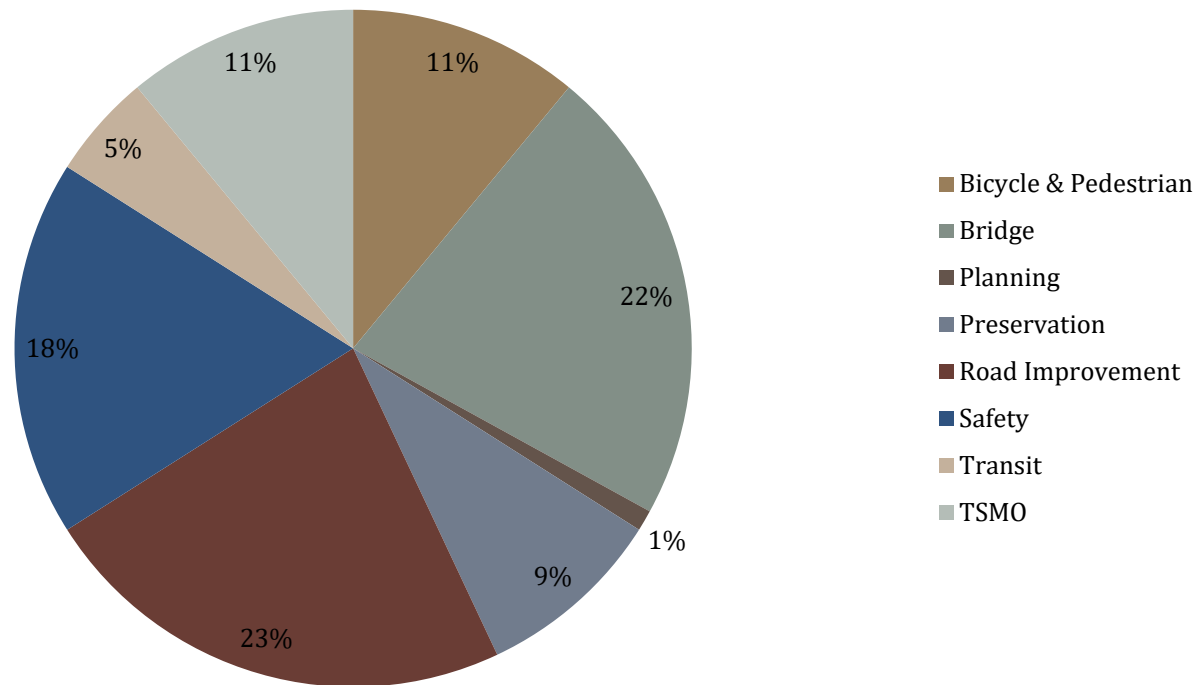


Figure 7: Percentage of Dollars Programmed by Project Type (Total Programmed \$512 million)

