



The Regional Transportation Advisory Committee meeting will be held on **Friday, October 17, 2014**, from **9 a.m. to 11 a.m.**, in the **6th Floor Training Room 679**, Clark County Public Service Center, 1300 Franklin Street, Vancouver, Washington.

A G E N D A

- I. Call to Order and Approval of September 19, 2014 Minutes, Action
- II. City of Vancouver Evergreen Highway Trail - Scope Change, Action
- III. Human Services Transportation Plan 2014 Update, Action
- IV. Regional Transportation Plan Update, Status Report and Release for Public Comment, Action
- V. 2015 Southwest Washington Regional Transportation Council Draft Work Program*
- VI. Other Business
 - A. RTAC Members
 - B. RTC Staff
 - a.
 - b.

**Materials available at meeting*

*Served by C-TRAN Route 3 or 25
If you have special needs, please contact RTC*

20141017_RTAC_Agenda.docx

An advisory committee to:

Southwest Washington Regional Transportation Council

1300 Franklin Street, Floor 4

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**Regional Transportation Advisory Committee (RTAC)
Meeting Minutes
September 19, 2014**

I. Call to Order and Approval of Minutes

The meeting of the Regional Transportation Advisory Committee was called to order on Friday, September 19, 2014, at 9:00 a.m. in the Public Service Center 6th Floor Training Room, 1300 Franklin Street, Vancouver, Washington by Chair, Matt Ransom, RTC Executive Director. Those in attendance follow:

Gary Albrecht	Clark County
Jim Carothers	City of Camas
Mike Clark	WSDOT
Tony Cooper	City of La Center
Lynda David	RTC
Bob Hart	RTC
Mark Harrington	RTC
Mark Herceg	City of Battle Ground
Jon Makler	ODOT
Chris Myers	Metro
Katie Nelson	C-TRAN
Matt Ransom	RTC
Dale Robins	RTC
Shann Weishaar	RTC
Susan Wilson	Clark County Public Works
Bill Wright	Clark County Public Works

Matt Ransom, Executive Director, asked for any changes or corrections to the August 15, 2014, meeting minutes.

BILL WRIGHT, CLARK COUNTY PUBLIC WORKS, MOVED FOR APPROVAL OF THE AUGUST 15, 2014 MEETING MINUTES, AND MIKE CLARK, WSDOT, SECONDED THE MOTION. THE MOTION WAS UNANIMOUSLY APPROVED.

II. 2015-2018 Transportation Improvement Program, Action

Dale Robins, RTC, indicated that this is the final step of the TIP development process; project selection and programming. The memo includes the list of project being recommended for funding thru the STP and CMAQ programs. This list is the same as was discussed last month. RTC is looking for concurrence with the regional project selection and also approval of the 2015-2018 Transportation Improvement Program (TIP). Once programmed projects can proceed on a first come basis. Also the deadline date included in the table is the date funds need to be obligated to meet regional TIP procedures. This deadline will help the region meet the Washington State Department of Transportations (WSDOT) “use-it or lose-it” policy.

Dale also noted that in the evaluation process there were a couple projects that did not meet the TIP policy and procedures. The NE 18th Street project was being recommended by staff to be selected

for an additional \$1 million for construction, even though it exceeds funding limits. The NE 18th project is noted in the regional transportation plan and congestion management process as a high priority need. Vancouver's NE 137th Ave project did not have adequate match to fully fund the right-of-way phase so this project cannot be programmed and is not recommended for funding. The committee had no questions or comments on the STP & CMAQ selection lists.

Dale introduced the TIP document and its newly formatted look. All agencies need to go over the STIP records included in the TIP document to ensure that the information is 100% accurate. If the information in the STIP is incorrect when adopted, it could take months to amend. Dale noted on page 22 (the financial feasibility table) RTC cannot go below zero, so if an agency moves a project forward another project may need to move back. A little shuffling can be done if the projects are in the TIP. Any changes need to be back to RTC by Monday September 29th.

The County is requesting to move construction funds to PE for the VAST Highway 99 Traffic Responsive Incident Management (TRIM) project. The scope has not changed at all. Normally it is not allowed to move funds around but this funding move does not change the project. Highways and Local Programs (WSDOT) suggested the County proceed this way. With this project move forward the Orchards TSO project would need to be moved back to keep financial constraints.

Matt Ransom requested that separate motions be made for Acceptance of the Project Grant Selection and for the Recommendation of the TIP to the Board.

CHRIS MALONE, CITY OF VANCOUVER, MADE A MOTION TO RECOMMEND TO THE RTC BOARD OF DIRECTORS AT THEIR OCTOBER MEETING THE PROJECT GRANT SELECTION OF STP AND CMAQ FUNDS; JIM CAROTHERS, CITY OF CAMAS, SECONDED THE MOTION AND IT WAS UNANIMOUSLY APPROVED.

BILL WRIGHT, CLARK COUNTY PUBLIC WORKS, MADE A MOTION TO RECOMMEND TO THE RTC BOARD OF DIRECTORS AT THEIR OCTOBER MEETING THE 2015-2018 TRANSPORTATION IMPORVEMENT PROGRAM; TONY COOPER, CITY OF LA CENTER, SECONDED THE MOTION AND IT WAS UNANIMOUSLY APPROVED.

John Makler, ODOT, asked staff if there were lessons learned about the public involvement process with the changing landscape of Title VI and Environmental Justice. Is there any thought on the approach RTC will take the next time regarding Title VI. Mark Harrington, RTC, noted that the RTC Board adopted an updated Title VI Plan in April 2014 and there are plans to address EJ issues in the 2014 RTP update and next year's TIP. RTC staff has been reviewing the approaches by various MPO's around the country and will be utilizing GIS in the EJ analysis.

III. Federal Functional Classification Change Request: Brady Road Corridor, Camas, Action

Lynda David noted RTC is asking for a recommendation from RTAC for a proposed functional classification change requested by the City of Camas. The changes will affect the Brady Road corridor. Lynda said there are two (2) forms describing the proposed Federal Functional

Classification (FCC) requests included with the RTAC packet. The changes requested would result in a consistent Minor Arterial functional classification for the Brady/Parker/Larkspur/Camas Meadows Drive corridor, from SE 192nd Avenue to NE Goodwin Road. With RTAC's recommendation, RTC would forward the documents to WSDOT to consider the changes. In turn, WSDOT would submit the requested changes to the Federal Highway Administration.

MARK HERCEG, CITY OF BATTLE GROUND, MADE A MOTION FOR ACCEPTANCE OF THE FEDERAL FUNCTIONAL CLASSIFICATION CHANGE REQUESTS: BRADY ROAD CORRIDOR, CITY OF CAMAS; BILL WRIGHT, CLARK COUNTY PUBLIC WORKS, SECONDED THE MOTION AND IT WAS UNANIMOUSLY APPROVED.

III. I-205 Corridor Study: Findings and Policy Recommendations, Discussion

Bob Hart, RTC, indicated this item has been to the RTAC committee several times in the past. The memo highlighted the study status in terms of the 2022 operational strategies and the 2035 core project list. The 2022 operational strategies are consistent with the "Moving Washington" principles to operate efficiently, manage demand, and add capacity strategically. Bob went over some of the 2022 operational strategies identified as "promising" which means they have a benefit to the performance in the corridor and should have further study. Bob also went over some of the ramp metering highlights and that all ramp meters would be "smart" meters. Bill Wright, Clark County Public Works, asked about hearing that I-205 was going to be ramp metered on the westbound at Padden to I-205 south; Bob said no and noted that there could be safety issues with that location with the acceleration distance onto I-205. Bill Wright just wanted it on the record that the County just doesn't want to see traffic backing up on the Padden. Chris Malone, City of Vancouver, asked that the same bullet that appeared in each of the policies regarding "smart" meters be added to the 18th Street interchange strategy.

Matt facilitated discussion regarding the policies. He feels it is a big deal for the region that the Board start to craft some broad policy strategies for freeways. Most importantly there are a couple things that will start taking place; how to consider operational strategies such as ramp meters; and implementation considerations for ramp meters. In addition, a key area is how multi-occupant vehicles are promoted. The bus bypass lane at 164th Fisher's landing transit center is a good example of the technical investments that can be made at interchanges. There was good roundtable discussion regarding the policies for I-205 and how they might apply to other corridors. Matt added it's important for the region that the Board would have a dialogue about operational policies and that RTAC endorse the framework at a technical level to have a cohesive approach.

Bob went over the 2035 core projects. The core project capacity improvements identified the most critical set of projects for funding to ensure a reasonable long-term level of operation of the corridor. The core projects described in the memo also represent the RTP capital improvements for the I-205 corridor.

The I-205 Bus on Shoulder (BOS) assessment evaluated the potential of BOS operation in the I-205 Corridor. The assessment looked at factors based on criteria identified by the Transit Cooperative Research Program and looked at how they apply to I-205 corridor characteristics. Mike Clark, WSDOT, added that the City of Seattle is adding a BOS on I-405. John Makler, ODOT, asked if WSDOT could invite ODOT to a meeting pertaining to the BOS. The recommendation to the

Board would be that RTC do additional consultation with agencies and might want to include a BOS feasibility study in the 2015 work program for RTC. There was general discussion and agreement among the agencies.

V. Regional Transportation Plan Update, Status Report: Travel Forecast Model, System Performance, Finance: Discussion

Lynda David, RTC, began the presentation with a review of the most up-to-date versions of project lists compiled from local jurisdictions' CFPs, WSDOT and C-TRAN plans and went over some of the highlights. Lynda explained that though the focus of the RTP is on regional system projects, there is also a need to address local projects because of funding, traffic modeling and air quality impacts. Lynda asked that all agencies look through the project lists and let her know of any changes needed before September 29th.

Mark Harrington, RTC, announced that the RTP update's forecast model is complete and gave a PowerPoint presentation. The presentation included the population forecast adopted by the County for the GMA Comprehensive Plan update. Mark pointed out that there are 15% less households in the 2035 forecast for the 2014 RTP update compared with the 2035 forecast for the 2011 MTP. Mark explained the 2035 network does include the CRC with light rail. Cross-Columbia River bridge crossings amount to around 279,000 today (2013) and are forecasted to increase to 371,000 daily crossings by 2035 in the updated travel forecast model. This is a 14% reduction in forecasted cross-Columbia River trips when compared with the 2035 forecast model used for the 2011 MTP. This reduced forecast correlates well with the reduction in forecasted household numbers. There was general discussion regarding the projections.

Bob Hart, RTC, presented the preliminary Revenue Forecast for the RTP update. RTC has worked with the WSDOT's Strategic Planning and Finance Division to compile historical and forecasted transportation revenue information. Bob explained the primary data sources for the RTP's revenue forecast consist of historical federal and state gas tax revenues both generated in this region and received back by this region as well as receipts and expenditure reports and the state-wide gross tax revenue forecast. As mentioned at the August RTAC meeting, a key element of the RTP is that it must be fiscally constrained meaning that the financial plan must show there is a reasonable expectation that the forecast of available revenues will provide for the list of projects identified in the twenty year timeframe of the RTP. Bob went over some of the revenue forecast charts showing the Return on Investment percentage. Bill Wright suggested we may want to re-label this as a return on taxes paid to make this clearer. Dale explained that the percentages mean for every \$1.00 of gas tax collected in Clark County, about \$0.85 cents is received back by this region. There was discussion of Maintenance and Preservation costs. Agencies indicated that, for the most part, M&P costs are flat-lined in jurisdictions' and agency budgets. RTC has invited Public Works Directors to meet on September 26th to discuss the revenue forecast and share information on the methodology and assumptions. Their input will go to the RTC Board at the October 7th meeting.

VI. Other Business

A. RTAC Members

B. RTC Staff

- a.** Lynda David, RTC, mentioned that the DRAFT Washington Transportation Plan 2035 (WTP 2035) is available for public comment through September 2014. An open house was held at Vancouver Library on September 8, 2014. <https://wtp2035.files.wordpress.com/2014/02/wtp-2035-full-report-2014-0731.pdf>
- b.** Matt Ransom notified the group that RTC is going to be profiling projects that have used Federal Aid funds and take them to Board meetings.
- c.** RTC will start work on drafting the 2015 Work Program. Matt asked agencies if there are studies or initiatives they think RTC should be involved with in 2015 to let Matt know.

The meeting adjourned at 11:00 a.m. The next meeting will be on Friday, October 17, 2014.



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: October 10, 2014
SUBJECT: City of Vancouver Evergreen Highway Trail – Grant Scope Change

INTRODUCTION

The City of Vancouver is requesting to modify the scope of work for the Evergreen Highway Trail from a shared multi-use path to a pedestrian trail. The City has been awarded \$886,250 in Transportation Enhancement (TE) and Transportation Alternative Program (TAP) grants for the next segments of the Evergreen Highway Trail. The project was submitted and evaluated as a shared multi-use path, which would require a minimum 10-foot pathway and buffers as established by WSDOT's design manual. Due to constraints, the City is requesting that the trail be re-designated as a pedestrian trail, with a minimum required width of six-feet.

Within the current segment from Ellsworth Road and the Weber Arboretum, the City has encountered a number of constraints making the construction of shared multi-use path designation very problematic to implement. Constraints include creek crossings, decorative walls and fencing, costly right-of-way, and steep driveways. The City intends to construct an eight-foot trail for most of the length, with six-foot segments at a few constrained locations.

Since Local Agency Agreements have already been executed a TIP amendment is not needed, but the granting agency (RTC) must approve the change in scope in order for the City of Vancouver to proceed. Please come to the October RTAC meeting prepared to take action to amend the scope of the Evergreen Highway Trail to a pedestrian trail.

GRANT SCOPE CHANGE

Projects submitted for consideration through the regional selection process are often just concepts. Sometimes during project development the project sponsor has to make significant design changes or finds that the construction cost was underestimated. When that happens, project sponsors will be required to request a grant scope change.

The expectation by RTC is that all projects funded through the regional project selection process will be built as described in the submitted grant applications.

A methodology for how the region handles grant scope changes has not yet been developed. This memorandum attempts to develop a methodology that can be used until a formal process is adopted. RTC wants to be comfortable that the revised project scope of a regionally selected project still provides about the same benefits as the original project scope. The process to change a regionally selected project scope must be transparent and provide adequate public involvement. This process will require action by both RTAC and the RTC Board of Directors, as

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identified in the TIP administration process. Below is a proposed outline of a process and guidelines for scope change requests:

Major Scope Change

Major scope changes will require a TIP amendment and would include one of the following elements:

- 1) Significant changes in the project termini
 - This would include dividing the project into multiple project phases that will be completed in future years.
 - Shortening and lengthening of project to fit the project budget.
- 2) Change in capacity or function of facility
 - This would include adding or removing travel lanes, turn lanes, bicycle lanes, sidewalk, transit stops, etc.
 - Change in users of a facility or how the facility would function.
- 3) Addition or removal of a project feature
 - This would include adding or the removal of any project feature from what is described in the regional grant application

Major Scope Change Information

RTC staff is recommending that the following information be provided to RTC by project sponsor for processing a request for major scope change:

- 1) Grant agency must demonstrate that the requested change is consistent with adopted long-range plans.
- 2) The public must be provided an opportunity to be informed of the change in scope.
- 3) Technical documentation of the change must be provided to RTAC.

VANCOUVER'S RESPONSE

Attached to this memorandum is the City of Vancouver's response to the additional information that was requested.

The City notes that the proposed change is consistent with their overall 2006 Trail and Bikeway System Plan, which allows changes at sensitive areas. The City notes that the public was informed of the change at a recent Old Evergreen Neighborhood Association public meeting and notification has been placed on the City of Vancouver's website. Attached to this memorandum is supporting technical documentation, including plans that show trail modifications.

ACTION

RTAC members are asked to recommend to the RTC Board the modification of the scope of work for the Evergreen Highway Trail from a shared multi-use path to a pedestrian trail.



September 30, 2014

Matt Ransom, Director
Southwest Washington Regional Transportation Council
PO Box 1366
Vancouver, WA 98666-1366

RE: City of Vancouver Evergreen Highway Trail
Request for Trail Re-Designation

Dear Mr. Ransom,

The City of Vancouver is requesting a trail re-designation for the Evergreen Highway Trail (current designation is a Multi-Use Path/Trail, the requested re-designation is a Pedestrian Trail).

Background: The City of Vancouver was successful in obtaining three grants for the referenced trail through the Southwest Washington Regional Transportation Council (RTC); back in 2002, the City utilized a CMAQ grant for the design and construction of the existing trail section between the Fish Hatchery and SE Ellsworth Road, the current grant (\$925,000 - 2010 TEP Application) for design, right of way and construction of the section between SE Ellsworth Road and the Webber Arboretum (Image Road), and the recently approved design-only grant (2013 TAP Application) for the section between SE Image Road and SE Chelsea Avenue. The current designation for the trail both through the funding applications and the Washington State Department of Transportation (WSDOT) Local Programs Office is a Multi-Use (Shared) Path.

Current standards for a multi-use (shared) path require a minimum 10 foot pathway surface with two foot shoulders, additionally, the Multi-Use Path (MUP) will require either a 5 foot minimum buffer separation between the pathway and the auto travel lane, or, a positive barrier such as a jersey or other crash rated system. These design standards are contained within Chapter 42 of the Local Agency Guidelines (LAG) Manual. Table 1.1 in Chapter 42 of the LAG refers to the WSDOT Design Manual when facilities are designed to accommodate bicycles. Chapter 1515 of the WSDOT Design manual address criteria for Shared-Use Paths which are defined as paths that are separated from the roadway and are intended to accommodate pedestrian, bicycles and other related trail users. The criteria set by WSDOT's Design Manual for the MUP designation have very minimum flexibility for design deviations.

Challenges for Meeting Current MUP Standards: Original planning efforts including the design and the construction of the existing section between the Hatchery and SE Ellsworth Road was based on a multi-use (shared) Path designation, however, since the construction of that trail section, the MUP standards have changed and have made it very challenging to implement along

the Evergreen corridor. Within the section that is currently under design (SE Ellsworth to Webber Arboretum) we have encountered 4 very narrow creek crossings, very large growth trees within or adjacent to the existing right of way, very costly ROW purchases, large decorative front yard walls with expensive fencing, and some very steep driveways to the south; these features and improvements make it extremely difficult to implement the current standards for MUP designation in this section. Recent discussions with the WSDOT Local Programs Office reveals that trail re-designation may be the only option for implementing the City's trail vision under the existing design constraints.

Advantage for Using Pedestrian Trail Designation: Under the Pedestrian Trail designation, the standards would provide flexibility for trail sections from 6 foot surface at the most constrained sections to a desirable 10 foot trail. It is our intent and desire to implement the maximum desirable width where practical. However, based on our current design limitations for the section between SE Ellsworth and the Webber Arboretum, a 10 foot surface has become difficult to accommodate. In this section, we will be able to construct an 8 foot for most of the trail sections with the ability to reduce it to a 6 foot section at the most constrained locations. Future sections east of the Hatchery are anticipated to have similar constraints, especially east of 164th Ave.

We request your approval for a Pedestrian Trail designation for the Evergreen Highway Trail and if approval is granted, please forward the necessary information to WSDOT Local Programs Office.

Thank you for your time and consideration in this matter. Please contact me if you have any questions or if you need additional information.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian Carlson", followed by the word "FOR" in a similar cursive style.

Brian Carlson, Director of Public Works
City of Vancouver

C:

M. Hassan Abdalla
Jennifer Campos
Chris Malone
Dan Swensen



October 8, 2014

Matt Ransom, Director
Southwest Washington Regional Transportation Council
PO Box 1366
Vancouver, WA 98666-1366

RE: City of Vancouver Evergreen Highway Trail – Trail Re-Designation Request
Responses to RTC Requested Documents

Dear Mr. Ransom

The City of Vancouver is responding to the Regional Transportation Council (RTC) requested information to process our trail re-designation for the Evergreen Highway Trail (see attached email from Dale Robins dated October 02, 2014). Our responses are mainly related to the section of trail that is currently under design (Ellsworth to Weber Arboretum):

Consistency with the adopted 2006 Regional Trail and Bikeway System Plan:

Under the project summary for the Lewis & Clark Greenway Trail (formerly known as Vancouver Lake, Waterfront Trail, Evergreen Highway Trail), under Environmental Constraints, it was specifically stated that because of the trail relationship to the Columbia River, some alignment alternatives may present greater shorelines, habitat and wetland permitting that may necessitate extensive preconstruction costs. Alignment alternatives analysis at sensitive areas may be necessary. Our request is mainly due to environmental constraints and is consistent with overall 2006 Trail and Bikeway System Plan (please see attached pages 2-8 through 2-10 of the 2006 Trail & Bikeway System Plan).

General Public Awareness of the Requested Changes:

Original planning and design efforts included numerous public meetings and discussions with the neighborhoods along the Evergreen corridor and the Evergreen Trail Coalition; in a most recent Old Evergreen Neighborhood Association public meeting (held on September 23, 2014), where over 50 residents were in attendance, City staff and the Chair of the Trail Coalition Committee gave an update on the current trail project and the efforts to get the Regional Transportation Council ("RTC") to re-designate our trail project as a "pedestrian trail" rather than a "multi-use" trail. No one opposed or raised concerns about the City's direction. In fact, City staff heard very clearly that the trail has been wanted for a long time and the residents were very weary of the process that had been required to get the project progressed this far. (please see attached the meeting minutes of the Old Evergreen Neighborhood Association for the September 23, 2014 meeting) We have also attached a letter of support for the trail re-designation from the Evergreen Highway trail Coalition. Additionally, the City will post on the city's project website a public notification related to the effort of the re-designation of the trail.

Vicinity Maps Showing the Locations and Reasons for the Modifications:
Please see attached map with information requested.

We request your approval for a Pedestrian Trail designation for the Evergreen Highway Trail.
Thank you for your time and consideration in this matter. Please contact me if you have any questions or if you need additional information.

Sincerely,



Brian K. Carlson, P.E.
Director of Public Works
City of Vancouver

C:

M. Hassan Abdalla
Jennifer Campos
Chris Malone
Dan Swensen

From: Robins, Dale
Sent: Thursday, October 02, 2014 2:30 PM
To: Malone, Chris; Ransom, Matt
Cc: Campos, Jennifer; Whitcomb, Bill; Ransom, Matt
Subject: RE: Evergreen Highway Trail - Trail Re-Designation Request

Chris,

To process you grant scope change RTC will need the following:

- 1) In your grant applications you noted that the City is building the Evergreen Highway Trail as identified in the Regional Trail and Bikeway System Plan 2006. RTC will need an explanation of how the proposed scope change is consistent with the design standards as identified the Regional Trail and Bikeway System Plan.

If the scope change is inconsistent with Regional Trail and Bikeway System Plan, the City of Vancouver would need to modify the Plan or approve a design exception prior to RTC processing the scope change.

- 2) With a significant grant application scope change, the City of Vancouver should make the general public aware of the changes to the project. This public notification should be consistent with the City's public outreach process. RTC will need documentation of this public outreach process.
- 3) RTC and RTAC will need technical documentation of the changes that will show modification to the 10' path as identified in your grant applications to RTC. This could include design plan or vicinity maps that show the locations and reason for the modification.

After the previous three steps are followed, this grant scope change will be taken to RTAC for consideration. RTAC could decline, approve, or recommend action by the RTC Board of Directors on this grant scope change.

Dale Robins
RTC
360-397-6067 x5212



2006 Trail & Bikeway Systems Plan

Regional Trail Name: Lewis & Clark Greenway Trail



Vicinity Map



Project Summary

Project Number:

Regional Trail Name: Lewis & Clark Greenway Trail (formerly known as Vancouver Lake Trail, Waterfront Trail, Evergreen Highway Trail)

User Groups: Pedestrians, Bicycles, Paddlers
*Equestrian use is not permitted in the City of Vancouver

Project Length: 46.1 miles (9.5 miles built)

Project Description: This trail corridor extends from Washougal to Vancouver and on to Ridgefield following the Columbia River downstream re-tracing the route of Meriwether Lewis and William Clark 200 years ago. Along the route are several historical markers and parks and stops dedicated to their Corps of Discovery. This trail corridor is a multi-modal facility that accommodates walkers and bicyclists. Some reaches of the greenway accommodate horse riders as well. Sidewalks or bike lanes may be either separated or attached to roadways.

Environmental Constraints: Because of this trail's relationship to the Columbia River, some alignment alternatives may present greater shorelines, habitat and wetland permitting that may necessitate extensive preconstruction costs. Alignment alternatives analysis at sensitive areas may be necessary.



Cross-Section Detail

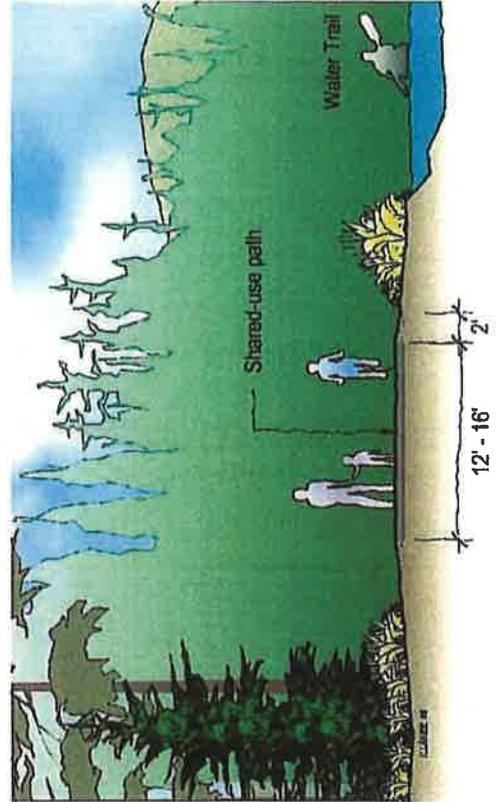
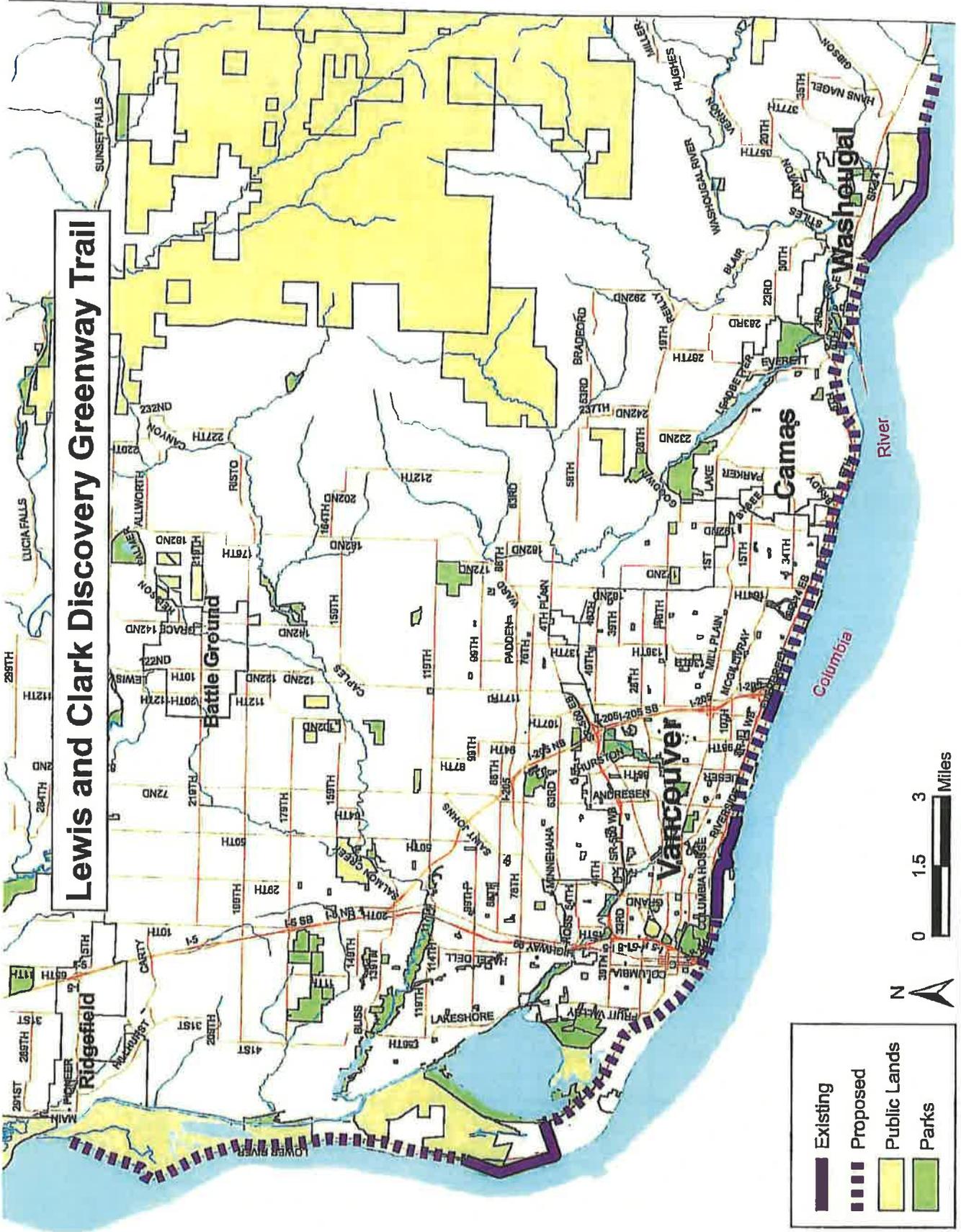


Figure 1

Lewis and Clark Discovery Greenway Trail



	Existing
	Proposed
	Public Lands
	Parks



Lewis and Clark Discovery Greenway Trail

Description	Name of Reach	Length	Built	Trail Classification	Jurisdiction	Available Funding	Cost (\$ / Mile)		Key Reaches
							Right of Way	Construction / Amenities	
Capt. William Clark Park (Washougal) to Camas		8.2	3.2	A1	U				
Camas to Vancouver at the 164th Fishers Outlook		7.4		A1	COC				
Fisher's Outlook to the Fish Hatchery (-205)		2.4		A1	COV				
Fish Hatchery to Ellsworth trail head		0.6	0.6	A1	COV				
Ellsworth to Wintler Park		2.2		A1	COV				
Wintler Park to Marine Park (Tidewater Cove)		1.0	1.0	A1	GOV				
Marine Park to Columbia Shores		1.5	1.5	A1	COV				
Columbia Shores to Esther Short Park		1.5	0.5	A1	COV				
Esther Short Park to Mill Plain		0.6		A1	COV				
Mill Plain to Fruit Valley Road		0.9		A1	COV				
Fruit Valley Road to Port of Vancouver Trail Head		3.6		A1	COV				
Port of Vancouver Trail Head to Vancouver Lake Park		3.5		A1	COV				
Vancouver Lake Park to Frenchman's Bar Park		2.7	2.7	A1	COV				
Frenchman's Bar Park to Ridgefield Wildlife Refuge		10.0		A1	COV				
Total		48.1	9.5						

OLD EVERGREEN HIGHWAY NEIGHBORHOOD ASSOCIATION

MINUTES OF ANNUAL MEETING

September 23, 2014

The meeting was called to order at 6:00 p.m. at the Vancouver Community Library, Columbia Room, 901 C Street, Vancouver, Washington.

Board of Directors of Old Evergreen Highway Neighborhood Association (“OEHNA”) present were:

Dode Jackson	Co-Chairperson
Joanne Hall	Secretary
Linda Heglin	Treasurer
Brian Smith	Newsletter/Website Editor
Jean Cox	Nominating Chairperson

Dode Jackson welcomed over 50 members attending and asked that everyone use the sign-up sheets at the entrance to the meeting room. Judi Bailey with the City of Vancouver announced that Old Evergreen Highway Neighborhood Association has been in existence and active for 10 years. To celebrate, she brought a cake for everyone's enjoyment.

Dode asked for a motion to use a one-time exemption to our bylaws to move the annual meeting and election of officers from June to September. A motion was made and approval was given to use this exemption.

Dode asked everyone to review the minutes of the July 16, 2013 meeting included in the handout with the meeting packet. A motion was made and the minutes were approved as written.

Treasurer Linda Heglin's report included in the meeting packet showed there is \$859.46 in the OEHNA bank account. There have been expenses for signs and meeting costs. Dode reminded everyone that a donation jar is on the table near the entrance to the meeting room.

In new business, election of officers to the next year's board was discussed. The current officers agreed to serve another year. Dode asked if there were any nominations from the floor. Hearing none, the slate of officers were re-elected. The officers for 2014-2015 are:

Chris Kellogg	Co-Chairperson
Dode Jackson	Co-Chairperson
Joanne Hall	Secretary
Linda Heglin	Treasurer
Brian Smith	Newsletter/Website Editor
Jean Cox	Nominating Chairperson

Dode introduced Rick Takach, the Chairman of the Trail Coalition Committee and resident of East-OEHNA. Rick reminded us that a \$925,000 federal grant has been obtained and gave an update on the efforts to get the Regional Transportation Commission ("RTC") to re-designate our trail project as a "pedestrian trail" rather than a "multi-use" trail. The reason is that the minimum

width requirements for a pedestrian path are less, and if approved, a re-designation would allow us to design around a number of conflicts, not the least of which are several large and beloved trees, and still be within the requirements of our grant.

The committee has been working closely with Dan Swensen and Eric Holmes about a corridor planning effort that may be included in the City of Vancouver's next biennial budget. The project would allow the City to take the lead in preparing a plan for the corridor that would include both the road and trail components. The approach would accomplish a few things:

- Engage neighborhoods along the entire length of the corridor to determine common and respective interests.
- Identify road improvement concepts for the corridor, taking into account neighborhood interests as well as the unique character of different segments along the corridor.
- In concert with the committee's efforts, identify pedestrian/trail facilities along the corridor, how they integrate with road improvements and how they can be effectively phased.
- Planning level documents and designs (not for construction) of overall corridor improvements, including cost estimates and potential funding sources.

A project like this would be managed by the City but would include close involvement and coordination with the Trail Coalition Committee and neighborhood associations along the Old Evergreen Highway. Rick also discussed the problems facing the project with various easements. A question and answer period followed.

Dode then introduced Ryan Miles, City of Vancouver Streets Superintendent/Pavement Management, who gave us an update on the Old Evergreen Highway Road Renovation. A copy of a letter from Mr. Miles explaining the renovations can be found on the neighborhood website.

A representative from Columbia Springs asked everyone to pick up pamphlets located on the sign in table giving information on their 2014 events and other important information.

Dode reminded everyone that information is posted on the neighborhood website: <http://www.oldevergreenhighway.com>, Yahoo Groups (can search for Old Evergreen Highway or this URL) groups.yahoo.com/neo/groups/oldevergreenhighway/info, and FaceBook <https://www.facebook.com/oldevergreenhwy>.

The meeting was adjourned at 7:05 p.m.

Joanne Hall, Secretary



October 6, 2014

City of Vancouver, Washington
PO Box 1995
Vancouver, WA. 98668-1995

ATTN: Dan Swensen

Dear Dan,

I am writing as Chairman of the Evergreen Highway Trail Coalition.

It is my understanding you are attempting to re-designate the proposed trail type funded by the federal grant dollars received for the Evergreen Highway Trail - from a "multi-use" trail to a "pedestrian" trail. The proposed re-designation would allow for a more narrow minimum width, which would allow you to re-design the trail around obstacles in a few areas. Due to the situation in which we find ourselves, with two of our neighbors and their desire to save large trees, our Board and I strongly support this modification. The Board was a unanimous yes in this decision.

If this designation is not modified, my understanding is that the options are limited. We will be down to either asking the city to condemn this part of the owner's land or to scrap the project entirely. The second option is unacceptable. As a community, we have put in too much personal time and made too many financial commitments for this to happen.

Please let me know if we can assist you in any way. FYI, I spent time yesterday with the leaders of the two neighborhood associations along the highway. They also support this modification and will be available at your disposal.

Best regards,

Rick Takach

A handwritten signature in black ink, appearing to read "Rick Takach", written over a horizontal line.

Evergreen Highway Trail Coalition
Chairperson

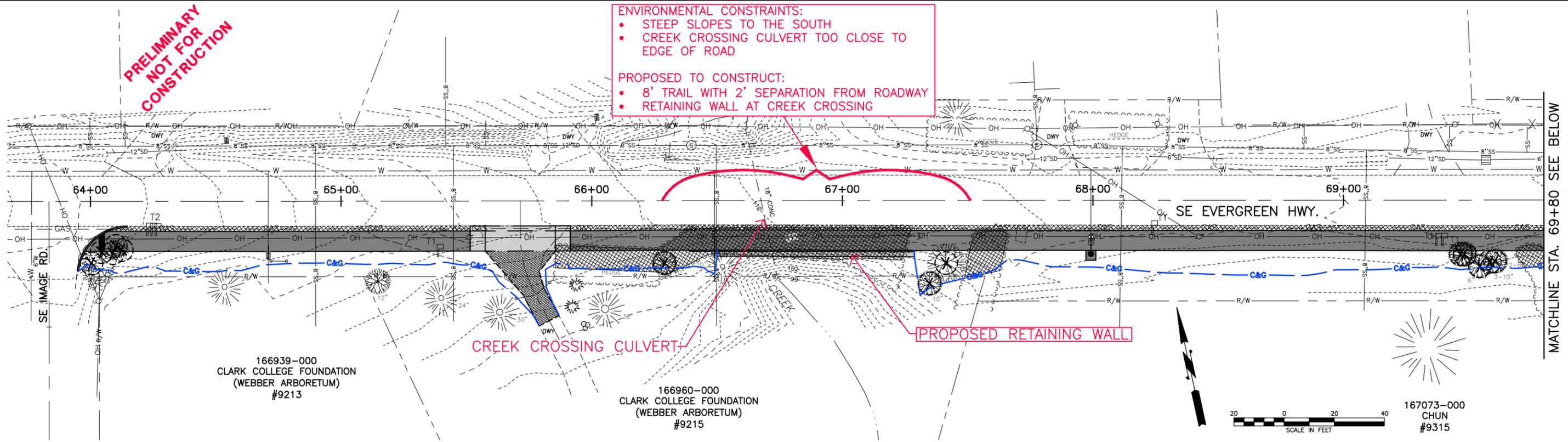
**PRELIMINARY
NOT FOR
CONSTRUCTION**

ENVIRONMENTAL CONSTRAINTS:

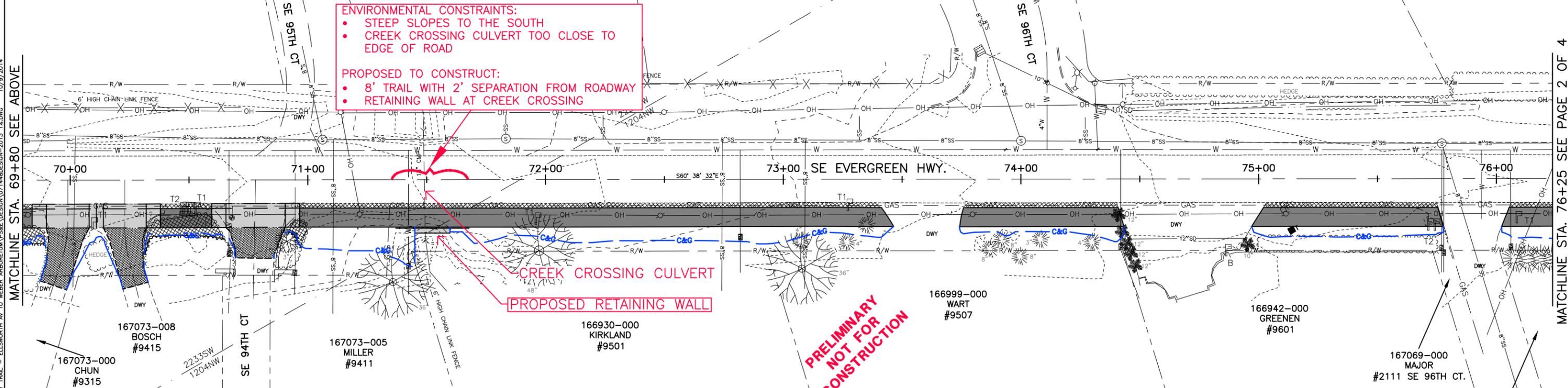
- STEEP SLOPES TO THE SOUTH
- CREEK CROSSING CULVERT TOO CLOSE TO EDGE OF ROAD

PROPOSED TO CONSTRUCT:

- 8' TRAIL WITH 2' SEPARATION FROM ROADWAY
- RETAINING WALL AT CREEK CROSSING



PROJECTS\ACTIVE PROJECTS\071448 - EVERGREEN HWY. TRAIL - ELLSWORTH AV TO WEBER ARBORETUM.PS&E\DESIGN\071448\DESIGN-2013.1X.DWG 10/9/2014



ENVIRONMENTAL CONSTRAINTS:

- STEEP SLOPES TO THE SOUTH
- CREEK CROSSING CULVERT TOO CLOSE TO EDGE OF ROAD

PROPOSED TO CONSTRUCT:

- 8' TRAIL WITH 2' SEPARATION FROM ROADWAY
- RETAINING WALL AT CREEK CROSSING

**PRELIMINARY
NOT FOR
CONSTRUCTION**

LEGEND:

	R/W	EXISTING RIGHT OF WAY LINE
	R/W	PROPOSED RIGHT OF WAY LINE
	C&G	PROPOSED CLEARING AND GRUBBING LIMITS
		PROPOSED PERVIOUS CONCRETE TRAIL
		PROPOSED CONCRETE DRIVEWAY APPROACH
		PROPOSED CONCRETE DRIVEWAY REPAIR
		PROPOSED ASPHALT CONCRETE DRIVEWAY REPAIR
		PROPOSED BRICK PAVER AREA
		PROPOSED 2' WIDE SHOULDER SEPARATION AREA
		EXISTING TREE TO BE REMOVED



SE EVERGREEN HWY. TRAIL
SE ELLSWORTH RD. TO
THE WEBBER ARBORETUM
STA. 63+75 TO STA. 76+25
PAGE 1 OF 4

MATCHLINE STA. 69+80 SEE ABOVE

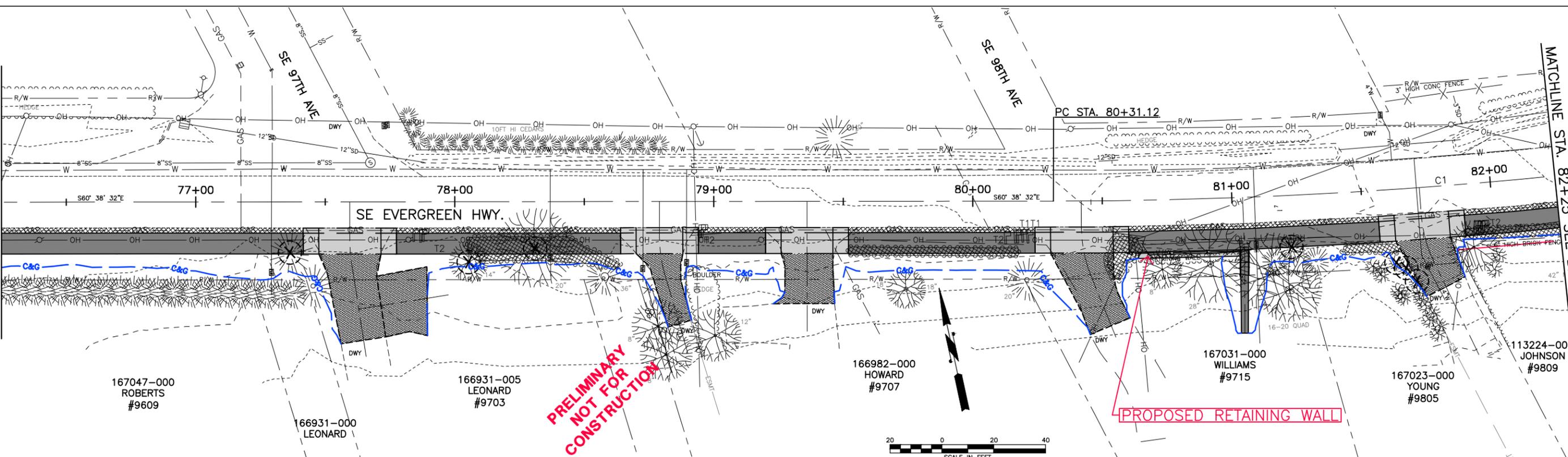
MATCHLINE STA. 69+80 SEE BELOW

MATCHLINE STA. 76+25 SEE PAGE 2 OF 4

PROJECTS/ACTIVE PROJECTS/071448 - EVERGREEN HWY. TRAIL - ELLSWORTH AV TO WEBER ARBORETUM.PS&E DESIGN-2013.1%.DWG 10/9/2014

MATCHLINE STA. 76+25 SEE PAGE 1 OF 4

MATCHLINE STA. 82+25 SEE BELOW



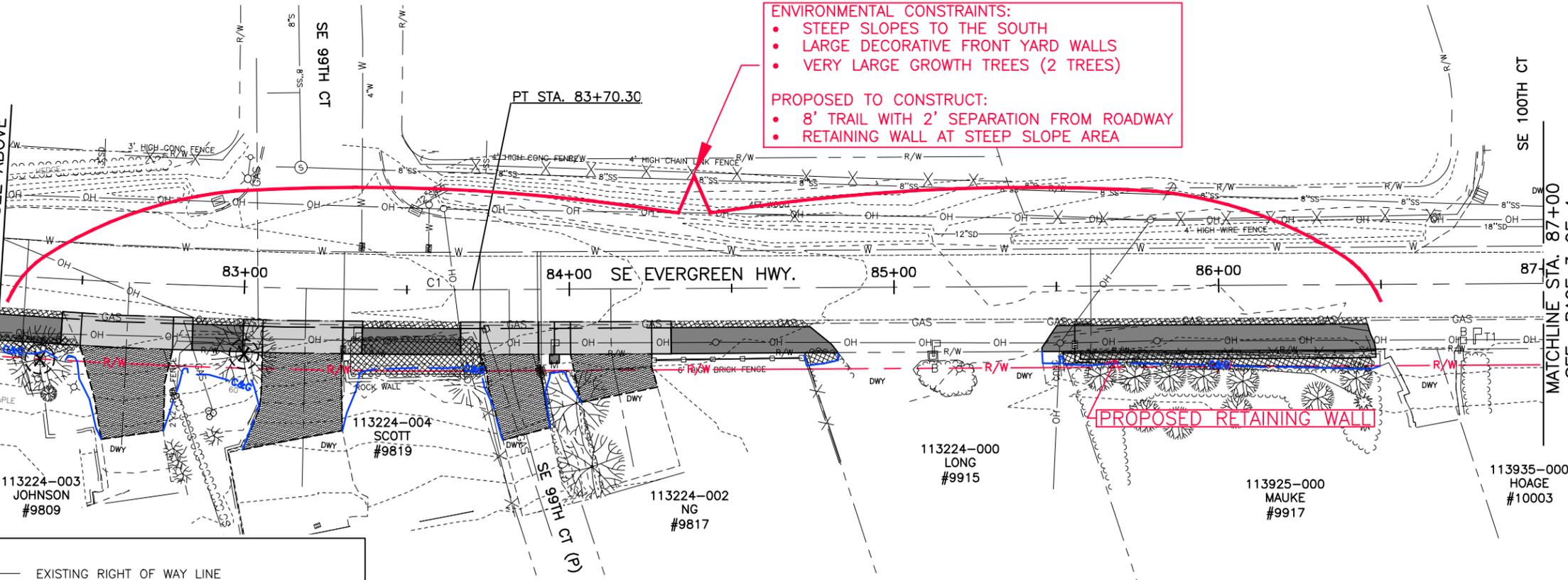
**PRELIMINARY
NOT FOR
CONSTRUCTION**

PROPOSED RETAINING WALL

- ENVIRONMENTAL CONSTRAINTS:**
- STEEP SLOPES TO THE SOUTH
 - LARGE DECORATIVE FRONT YARD WALLS
 - VERY LARGE GROWTH TREES (2 TREES)
- PROPOSED TO CONSTRUCT:**
- 8' TRAIL WITH 2' SEPARATION FROM ROADWAY
 - RETAINING WALL AT STEEP SLOPE AREA

MATCHLINE STA. 82+25 SEE ABOVE

MATCHLINE STA. 87+00
SEE PAGE 3 OF 4



**PRELIMINARY
NOT FOR
CONSTRUCTION**

PROPOSED RETAINING WALL

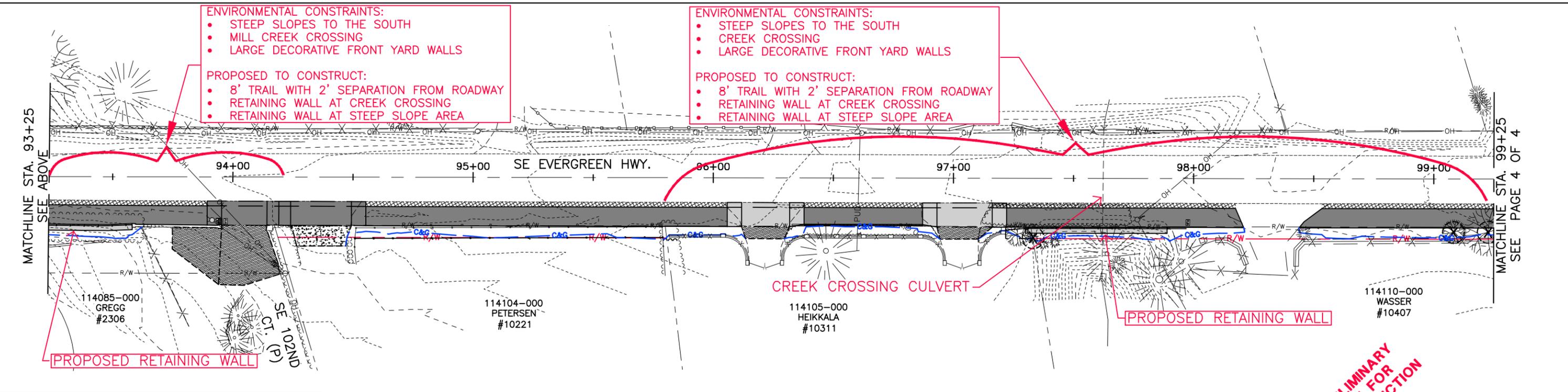
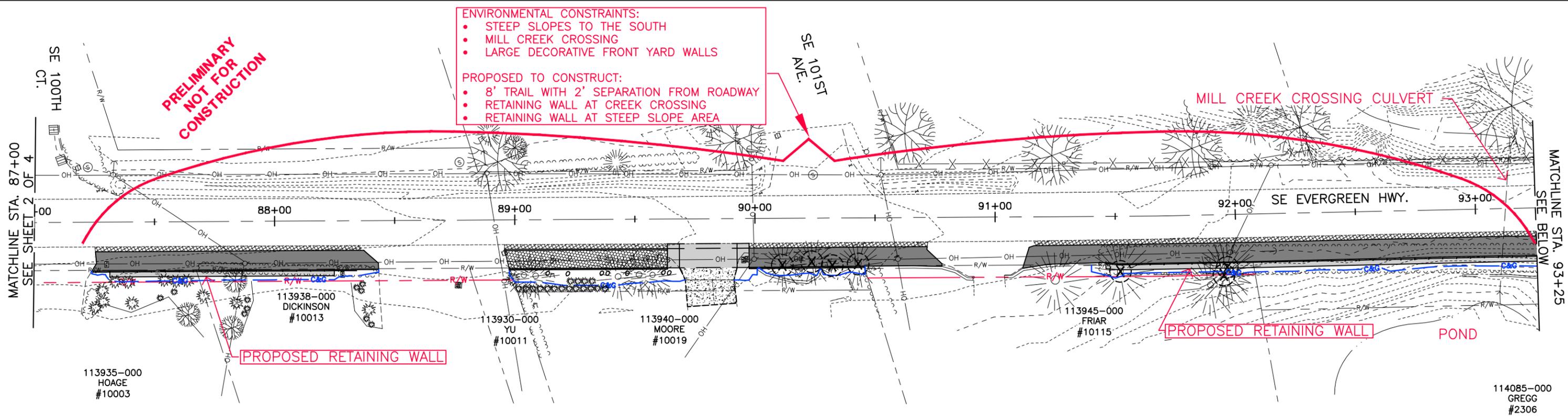
LEGEND:

	EXISTING RIGHT OF WAY LINE
	PROPOSED RIGHT OF WAY LINE
	PROPOSED CLEARING AND GRUBBING LIMITS
	PROPOSED PERVIOUS CONCRETE TRAIL
	PROPOSED CONCRETE DRIVEWAY APPROACH
	PROPOSED CONCRETE DRIVEWAY REPAIR
	PROPOSED ASPHALT CONCRETE DRIVEWAY REPAIR
	PROPOSED BRICK PAVER AREA
	PROPOSED 2' WIDE SHOULDER SEPARATION AREA
	EXISTING TREE TO BE REMOVED



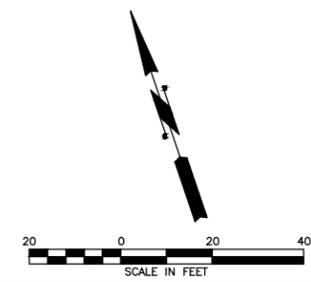
SE EVERGREEN HWY. TRAIL
SE ELLSWORTH RD. TO
THE WEBBER ARBORETUM
STA. 76+25 TO STA. 87+00
PAGE 2 OF 4

PROJECTS\ACTIVE PROJECTS\071448 - EVERGREEN HWY TRAIL - ELLSWORTH AV TO WEBER ARBORETUM PS&E DESIGN\071448DESIGN-2013.rvt 10/9/2014



LEGEND:

	EXISTING RIGHT OF WAY LINE
	PROPOSED RIGHT OF WAY LINE
	PROPOSED CLEARING AND GRUBBING LIMITS
	PROPOSED PERVIOUS CONCRETE TRAIL
	PROPOSED CONCRETE DRIVEWAY APPROACH
	PROPOSED CONCRETE DRIVEWAY REPAIR
	PROPOSED ASPHALT CONCRETE DRIVEWAY REPAIR
	PROPOSED BRICK PAVER AREA
	PROPOSED 2' WIDE SHOULDER SEPARATION AREA
	EXISTING TREE TO BE REMOVED



**PRELIMINARY
NOT FOR
CONSTRUCTION**

SE EVERGREEN HWY. TRAIL
 SE ELLSWORTH RD. TO
 THE WEBBER ARBORETUM
 STA. 87+00 TO STA. 99+25
 PAGE 3 OF 4

PROJECTS\ACTIVE PROJECTS\071448 - EVERGREEN HWY TRAIL - ELLSWORTH AV TO WEBER ARBORETUM.PSAE DESIGN\071448DESIGN-2013 1% DWG 10/9/2014

**PRELIMINARY
NOT FOR
CONSTRUCTION**

ENVIRONMENTAL CONSTRAINTS:

- VERY LARGE GROWTH TREES (17 TREES)

PROPOSED TO CONSTRUCT:

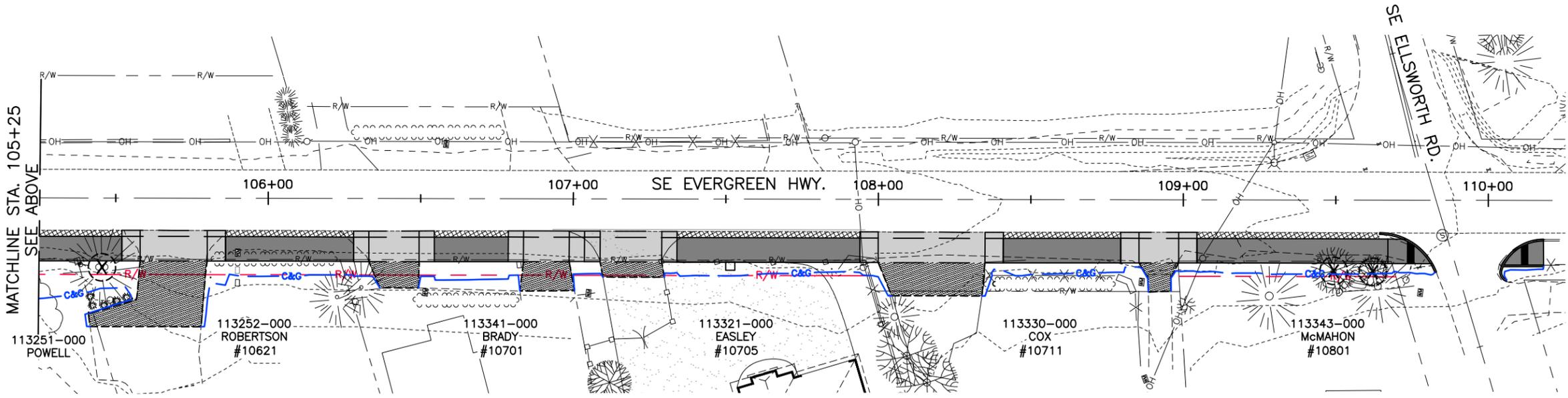
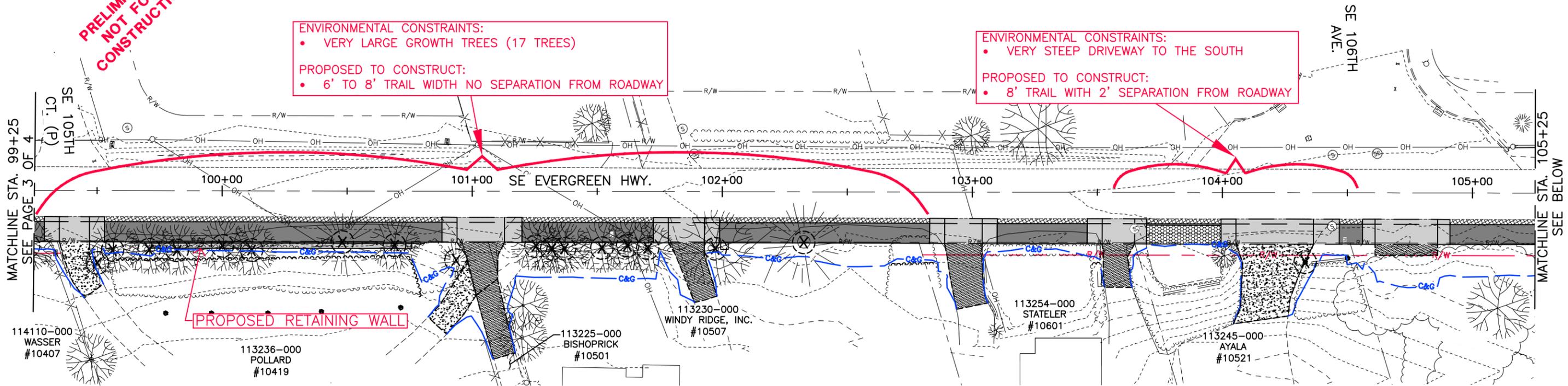
- 6' TO 8' TRAIL WIDTH NO SEPARATION FROM ROADWAY

ENVIRONMENTAL CONSTRAINTS:

- VERY STEEP DRIVEWAY TO THE SOUTH

PROPOSED TO CONSTRUCT:

- 8' TRAIL WITH 2' SEPARATION FROM ROADWAY



LEGEND:

	R/W	EXISTING RIGHT OF WAY LINE
	R/W	PROPOSED RIGHT OF WAY LINE
	C&G	PROPOSED CLEARING AND GRUBBING LIMITS
		PROPOSED PERVIOUS CONCRETE TRAIL
		PROPOSED CONCRETE DRIVEWAY APPROACH
		PROPOSED CONCRETE DRIVEWAY REPAIR
		PROPOSED ASPHALT CONCRETE DRIVEWAY REPAIR
		PROPOSED BRICK PAVER AREA
		PROPOSED 2' WIDE SHOULDER SEPARATION AREA
		EXISTING TREE TO BE REMOVED

**PRELIMINARY
NOT FOR
CONSTRUCTION**



SE EVERGREEN HWY. TRAIL
 SE ELLSWORTH RD. TO
 THE WEBBER ARBORETUM
 STA. 99+25 TO STA. 110+25
 PAGE 4 OF 4



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Lynda David
DATE: October 10, 2014
SUBJECT: **Human Services Transportation Plan, 2014 Update - Action**

INTRODUCTION

At the January, June and August 2014 RTAC meetings, agenda items on the Coordinated Human Services Transportation Plan (HSTP) focused on the Plan update's development process, a recommended template for the Plan's update, data relevant to the HSTP and identified human services transportation needs. As you may recall, Federal and State transportation regulations require the development of a coordinated HSTP with an update at least every four years. The RTC Board adopted the region's first Human Services Transportation Plan for Clark, Skamania and Klickitat Counties in January 2007. The intent of the Human Services Transportation Plan is to identify transportation needs and solutions and thereby improve transportation services for the elderly, people with disabilities, low income populations, youth, Veterans and rural residents unable to provide their own transportation. Since the August RTAC meeting, the draft HSTP has been published and is made available for public comment on RTC's website. At the October 17 meeting, RTAC will be asked to recommend forwarding the Plan to the RTC Board.

BACKGROUND: HUMAN SERVICES TRANSPORTATION PLAN AND FUNDING PROGRAMS

Development of an HSTP is a condition for receiving funding through WSDOT's statewide competitive Consolidated Public Transportation Grant program. WSDOT created a consolidated grant application process in 2003 to combine the applications for state and federal public transportation grants. Applicants for WSDOT's public transportation grant program are required to participate in the HSTP planning process with their local Regional Transportation Planning Organization (RTPO). Through the consolidated program, WSDOT distributes a variety of state and federal grants to support public transportation programs. These programs are Federal Transit Administration 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities program) and 5311 (rural) funds as well as State Rural Mobility Competitive and State Paratransit/Special Needs Competitive program for non-profit agencies. Current grant recipients in the RTC region include the Human Services Council, Skamania Senior Services, Mt. Adams Transportation in Klickitat County and Mid-Columbia Economic Development District for the Gorge Translink Transportation Coordinator. C-TRAN also is the designated recipient of a direct allocation of FTA 5310 funds to the region. This program and its predecessor programs currently help to fund C-TRAN's Connector and Travel Trainer programs.

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NEEDS IDENTIFIED IN THE DRAFT HSTP UPDATE, CLARK COUNTY

At the August RTAC meeting, staff reviewed a summary list of needs identified by interested parties involved in developing the HSTP update meeting regularly as the Accessible Transportation Coalition Initiative. Other stakeholders were also contacted through a Human Services Council survey and through outreach meetings with such groups as the Clark County Aging Commission, C-TRAN's ADA Task Force, C-TRAN's Citizens' Advisory Committee and Southwest Washington Healthy Living Collaborative. The draft Clark County chapter of the 2014 HSTP update is attached with this RTAC Memo for your review. The chapter addresses the HSTP elements required by the Agency Council on Coordinated Transportation:

- Coordinate with stakeholders.
- Emergency management.
- Data and information, including common origins/destinations and existing transportation services.
- Identify unmet transportation needs, including technology.
- Develop strategies to meet public transportation needs, including prioritization of proposed community projects and continued coordination efforts after the HSTP update is completed. The program and projects must meet Title VI requirements.

In Clark County, generally, demand for human services trips outstrips supply of services available. A summary of challenges, needs and strategies identified by stakeholders in developing the Human Services Transportation Plan for the Clark County region follows.

HSTP: Challenges/Needs; General

- Growing demand
- Diverse range of needs
- Rural area service needs
- Limited transit service hours
- Emergency preparedness
- Medical appointment transportation (life sustaining and preventative)
- Transportation eligibility (preventative and mental health appointment transportation not covered by Medicaid)
- Transportation cost increases and limited funding available

HSTP: Challenges/Needs; Seniors

- Aging in Place – seniors need to get to services, avoid social isolation
- Transport to nutrition programs for seniors
- Curb to curb service for those unable to use fixed-route transit

- Transport to adult day care

HSTP: Challenges/Needs; Other

- Veterans transportation coordination
- Homeless student transportation (ESD 112)
- Transportation to employment opportunities – interviews and jobs
- Daycare needs/employment
- Youth transportation – large demand, little service
- Cowlitz Tribe Transit Service to Clark Co. medical appointments

HSTP: Potential Strategies

- Information/Coordination e.g. mobility management services, “1-call, 1 click”
- Increase volunteer drivers
- Community vanpool to help fill service gaps
- C-TRAN travel training and travel ambassadors programs
- Clark College/Vancouver VA Complex/Clark County Public Health access and circulation
- Use emerging technology, for dispatch and way-finding
- Expand Human service Council’s “Reserve-a-Ride” program

PUBLIC COMMENT PERIOD

The draft 2014 update to the HSTP was released for public comment with a September 30, 2014 RTC news release and the Plan was made available on RTC’s website. In addition, the HSTP update is the focus of an October “In the News” feature article on RTC’s website. The public comment for the HSTP update runs through November 4.

PROJECT EVALUATION AND RANKING

One of the purposes of the HSTP is to support applications moving forward to seek statewide Consolidated Public Transportation Grant Program funding for projects to help fulfill transportation service needs identified in the HSTP. Following RTAC’s October meeting, a three-county meeting of stakeholders will be held on October 23 to evaluate prospective projects and determine the prioritized list of projects proposed for submittal to WSDOT for funding consideration from the three-county region of Clark, Skamania and Klickitat. Project applications must be supported by the needs identified in the Human Services Transportation Plan (HSTP) update. An overview of the project evaluation and ranking process follows.

Projects are evaluated using criteria that reflect the WSDOT Consolidated Grant Program goals. The evaluation criteria are listed below:

- **Address Deficiencies** – encourage communities to identify and address deficiencies in paratransit/special needs or rural public transportation.
- **Provide a Community Benefit** – Assist local areas in determining community benefits and support for paratransit/special needs or rural public transportation.
- **Preservation or Enhancement** – provide funding to preserve or enhance paratransit/special needs or rural public transportation where there is a demonstrated need and measureable benefit.
- **Community Connections** – Support a sustainable network of transportation services within and between communities.
- **Financial Partnerships** – Establish opportunities for local jurisdictions, regional organization, private sector agencies, state and federal governments, and tribal governments in Washington to work collaboratively. Ensure stakeholders have a voice in project development. Encourage appropriate cost sharing on projects.
- **Support Coordination** – Local organizations are required to coordinate services with other transportation providers in their area, as well as other organizations potentially able to use or purchase the services.

All projects coming from a region are ranked either A, B, C, or D. The number of letter grades each region gets is determined by the number in each of the following population categories:

- Rural
- Aged under 18
- Aged over 65,
- With disabilities,
- Living in poverty, and
- Veterans

Based on these populations, the State's process (updated October 6, 2014) provides for the 3-county RTC region of Clark, Klickitat and Skamania, to submit the following number of ranked projects:

	Additional Percentile Points
A = top 5 projects	(50 percentile points)
B = second 5 projects	(25 percentile points)
C = third 4 projects	(12 percentile points)
D = remaining projects, unlimited number	(0 percentile points)

Once projects are submitted to the state, they are evaluated using a forced pairs process where every project is compared to every other project. The regional ranking is an important determinant in this competitive evaluation process with the region's ranking counting for one third of the total possible value of the state's competitive process.

As a designated recipient of FTA Section 5310 funds for the enhanced mobility of seniors and persons with disabilities, C-TRAN receives a direct allocation of funding which currently amounts to about \$145,000 per year in federal funds. These federal funds require a 50% local match if used for operating services and a 20% local match when used for capital projects. At least 55% of the funds must be used on capital projects. These FTA 5310 funds provide for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

RTAC ACTION REQUESTED

At the October meeting, RTAC is asked to recommend forwarding the draft Human Services Transportation Plan 2014 update to the RTC Board for adoption at the Board's November 4 meeting prior to submitting the updated Plan to WSDOT. In addition, the RTC Board will be asked to take action to approve the list of ranked projects from this region. Project rankings will be recommended by a group of stakeholders and partner agencies who will meet on October 23 as the Accessible Transportation Coalition Initiative for this region. The RTC Board's action will allow the ranked projects to be submitted to WSDOT for funding consideration from the Consolidated Public Transportation Grant program. For the 2015-2017 Program, proposals are due to the state by November 19, 2014, with money available to successful applicants between July 1, 2015, and June 30, 2017.

Attachment: Clark County section of the draft HSTP (October 2014)



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Lynda David
DATE: October 10, 2014
SUBJECT: **Regional Transportation Plan Update, Status Report and Release for Public Comment, Action**

INTRODUCTION

The Regional Transportation Plan (RTP) is the long-range regional transportation plan with a planning horizon of twenty plus years. The 2014 RTP update has a horizon year of 2035 and is a part of the required federal transportation planning process. The Plan represents the collective strategy for developing a regional transportation system to provide mobility and accessibility for person trips as well as freight and goods movement. At the September RTAC meeting, the RTP agenda item focused on the RTP's identified projects, the 2035 regional travel forecast model development and system performance as well as the RTP's financial plan. Since then, work has been underway on refining these Plan elements and drafting chapters of the RTP update. At the October RTAC meeting, RTC staff will review RTP elements and chapters and will be asking for RTAC feedback on key issues prior to completion of the full RTP draft document and will be asking for RTAC's recommendation to release the RTP for public comment to meet the required 30 -day minimum public comment period for the Plan.

RTP UPDATE: Overview

The RTP is based upon past, current and emerging trends. The Regional Transportation Plan (RTP) for Clark County is being updated in 2014 to comply with federal requirements and to ensure continued consistency between federal, state, regional and local plans.

RTP VISION AND GOALS

The Plan update process began with RTC Board review of RTP's vision statement and goals. The RTP's Vision Statement remains the same as in the 2011 RTP:

RTP Vision Statement:

- *In 2035, the Clark County region is a vibrant community with centers of commerce, business and industrial activity and safe neighborhoods that promote livability and helps to achieve broad community goals for its residents. The region is served by an integrated transportation system that balances modal needs while providing mobility and access to*

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support the region's growing prosperity and protecting the environment. The transportation system is funded with sustainable levels of revenue.

The RTC Board did not recommend any significant changes to the RTP's broad policy framework with continuation of policy themes listed below:

- Safety & Security
- Accessibility & Mobility
- Economy
- Finance
- Management and Operations
- Environment
- Vision & Values
- Preservation

The Board recognized that policy themes of Safety & Security and Accessibility & Mobility were core policies relating to provision of transportation system and services. The Board noted that addressing congestion and bottleneck issues are key to maintaining mobility. The Board did, however, direct RTC to focus on two major policy issues for this 2014 RTP update; Finance and Economic Development. Specifically, the Board is concerned about financing the transportation system now and into the future and regarding the economy, they spoke of the need to ensure the transportation system can sustain the current range of business and industry as well as be an attractor for new jobs to the region.

RTP FINANCIAL PLAN

As one of the key policy issues, finance was discussed at last month's RTAC meeting when RTC staff presented the preliminary Revenue Forecast for the RTP update. The primary data sources for the RTP's revenue forecast consist of historical federal and state gas tax revenues both generated in this region and received back by this region as well as receipts and expenditure reports and the state-wide gross tax revenue forecast. RTC has worked with the WSDOT's Strategic Planning and Finance Division to compile historical and forecast transportation revenue information for the RTP update.

Since the September RTAC meeting, RTC staff met with Public Works Directors on September 26th to discuss the revenue forecast and share information on methodology and assumptions. The input provided by the Directors was used to inform the RTP Financial Plan presentation made to the RTC Board at the October 7th Board meeting. RTC staff will provide a brief update to RTAC members at the October RTAC meeting.

The RTP's financial plan includes: (1) financial assumptions, (2) revenue sources and projections, and (3) cost estimates for transportation projects, transportation system maintenance and operations. The RTP must be "fiscally constrained" meaning there must be evidence of

sufficient projected revenues available to meet the estimated cost of designated regional transportation system projects in the twenty plus year time horizon of the Plan.

RTP TRANSPORTATION SYSTEM IMPROVEMENTS

At the August and September RTAC meetings, drafts of the updated list of transportation projects to be included in the RTP were reviewed. Projects must be identified in the RTP before they can be programmed for federal funding in the Transportation Improvement Program (TIP). Though the focus of the RTP is on regional system projects, there is also a need to address local projects because of funding, traffic modeling and air quality impacts.

At previous RTAC meetings, RTC staff has reviewed eligibility for inclusion in the RTP. To be RTP eligible, a project should be drawn from the local jurisdictions' Capital Facilities Plans and Transportation Improvement Programs, and from WSDOT and C-TRAN plans. Projects must be identified in the Regional Transportation Plan before they can be programmed for federal funding in the Metropolitan Transportation Improvement Program. Below is a listing of criteria used to determine projects to identify and list in the RTP.

Criteria for Listing Projects in RTP:

- Purpose and need for identified transportation project (e.g. safety, capacity, urban upgrade, system management, demand management, preservation, support for economic development)
- Projects identified by state or local jurisdictions and transportation agencies in state plans, transit plans, local Capital Facilities Plans, local Transportation Improvement Programs and/or local Traffic Impact Fee project lists
- Fiscally-constrained projects
- Projects that could be constructed/implemented within the 20-year RTP timeframe (*funding contingent*)

Since the September RTAC meetings, a few minor changes have been made to the project lists as a result of input from RTAC members. RTC staff wants to thank you all for your review of these project lists to ensure consistency with your local or agency plans. The updated lists are, once again, attached with this Memo. The project lists form the basis for network definition in the regional travel forecast model as well as the basis for the RTP's Financial Plan. RTP projects come from plans that have been subject to the test for financial feasibility as part of the local and state planning processes. In addition to these capital project lists, the RTP will also describe the need for key pedestrian and bicycle projects, safety, operational, system management, and demand management improvements.

TRAVEL FORECAST AND TRANSPORTATION SYSTEM PERFORMANCE

Demographic and land use data are significant inputs to the Regional Travel Forecast Model. The 2035 population forecast is the mid-range population project provided by Washington Office

of Financial Management (OFM). The 2014 RTP update's demographic forecast numbers are summarized in the table following as well as comparative 2013 numbers.

2014 RTP Update: 2035 Demographic Forecast		
Clark County	2013	2035
Population	435,500	562,207
Households	163,109	211,400
Employment	132,937	232,500

RTC staff coordinated with Clark County staff on demographic and Comprehensive Plan land use forecast data and information as inputs to the 2035 Regional Travel Forecast Model update. The model uses land use inputs to estimate travel demand and then combines travel demand with highway and transit networks to estimate utilization of the transportation system, travel patterns and analysis of system performance. At September's RTAC meeting model output and regional system performance were reviewed. Subsequent to the last RTAC meeting, RTC staff also provided a regional transportation system performance overview at the October RTC Board meeting.

As reported at the September RTAC meeting, there are 15% less households in the 2035 forecast for the 2014 RTP update compared with the 2035 forecast for the 2011 Metropolitan Transportation Plan (MTP). The 2035 network does include the I-5 Columbia River Crossing project with light rail. Cross-Columbia River bridge crossings averaged about 279,000 daily weekday crossings in 2013 and are forecast to increase to 371,000 daily crossings by 2035 in the updated travel forecast model. This is a 14% reduction in forecast cross-Columbia River trips when compared with the 2035 forecast model used for the 2011 MTP. This reduced forecast correlates well with the reduction in forecast household numbers.

Initial modeling results shared with RTAC and the RTC Board focused on the growth in travel demand and performance of the transportation system. The analysis showed that while the growth in travel demand increases the amount of congestion on Clark County's transportation system between the base year and future year, the draft RTP recommended system reduces the level of congestion when compared with a currently funded transportation system scenario with 2035 traffic volumes assigned to a "No Build" beyond those projects already programmed transportation network.

PUBLIC PARTICIPATION PROCESS

The public is encouraged to participate in this year's RTP update process. RTP information and RTC Board materials on the RTP update are available on RTC's website. The public is able to provide RTP comments via the RTC website, e-mail, phone or mail. RTC staff sends notices of the RTP's development and public outreach opportunities to Clark County and Vancouver neighborhood coordinators and keeps small cities informed through the respective Regional

Transportation Advisory Committee representatives. In 2014, RTC hosted a round table discussion on regional transportation issues in collaboration with the Washington State Transportation Commission (WSTC) as part of the Washington Transportation Plan and Regional Transportation Plan update processes and made RTP update materials available at a September 8 Open House at the Downtown Vancouver Public Library also jointly hosted by the WSTC and RTC. The draft RTP update will be released for public comment in the week of October 27 to allow at least a thirty day comment period prior to the December 2 RTC Board meeting.

NEXT STEPS

As draft RTP chapters are complete, they will be posted to the October RTAC meeting directory available through the RTAC weblink. RTAC members will be notified of their availability for review. A SEPA checklist will be completed and the draft RTP update will be distributed to resource agencies and tribes. At the October RTAC meeting, members will be asked to recommend release of a draft MTP update for public comment. The RTC Board will be asked to adopt the RTP update at its December 2 meeting.

Attachments: RTP Project List (including RTP Designated System and Local Capital Projects)

**2014 RTP: Draft List of RTP Projects Completed Since 2011 RTP
or will be completed before 2014 RTP adoption; (DRAFT; October 17, 2014)**

NOTE: Local Projects descriptions are italicized

Facility	Cross Streets	Project Description	Pre-Project Condition	Year of Completion	Jurisdiction/ Agency	Project Cost
REGIONAL PROJECTS:						
I-5	The Salmon Creek Interchange Project (SCIP) at 134th/139th Street	Construct NE 139th St. from NE 20th Ave. to NE 10th Ave. Rebuild interchange with ramps added at 139th St. Auxiliary lanes I-205 to 179th St. NE 10th Ave. Improve NE 10th Ave. from 134th to 149th St. with turn lanes	Interchange	Dec. 2014	WSDOT/ Clark Co	\$133,000,000
SR-14	NW 6th Av. to 6th St.	Widen to 2 lanes each direction with split diamond interchange at Union St. and 2nd St.	1 lane each direction	2012	WSDOT	\$48,656,174
SR-500	St. Johns Blvd. Interchange	New Interchange	Intersection	2012	WSDOT	\$44,964,329
SR-500	at SR-503/Fourth Plain	Construct turn lanes	Intersection	2011	WSDOT	\$622,843
SR-503	SR 503/Gabriel Road - Safety	Improve Intersection	Intersection	2012	WSDOT/ Clark Co	\$120,131
119th Street	NE 50th Avenue Intersection	1 lane ea. direction, w/turn lanes	1 lane each direction	2013	Clark County	\$4,300,000
SE Grace Avenue	SE Rasmussen Blvd to SE Eaton Blvd	1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities	1 lane each direction	2013	Battle Ground	\$3,843,000
NW Goodwin	Friberg to Camas Meadows Dr.	1 lane ea. direction, w/turn lane	1 lane each direction	2014	Camas	\$1,000,000
SR-501 Deceleration Lane	SR-501 and NW 26th Street	Add deceleration lane on north side of SR-501	1 lane each direction	2013	Port of Vancouver	\$1,000,000
I-5/SR 501 Interchange Phase 2	56th Ave and 65th Ave	2-lane Roundabouts	N/A	2012	Ridgefield	\$4,088,072
E. Mill Plain	136th Ave. Intersection	Intersection improvement	Substandard	2012	Vancouver	\$2,500,000
138th Avenue	28th Street to 49th Street	1 lane ea. direction, w CTL and access management	1 lane each direction	2013	Vancouver	\$8,000,000
SE 20th Street	192nd Ave. to Camas City Limits	New urban minor arterial roadway	No Street	2013	Vancouver	\$1,750,000
164th Avenue	SE 1st to SE 34th St	Reconstruct intersections to improve traffic flow	Unimproved intersections	2013	Vancouver	\$4,500,000
32nd Street	SR-14 to Evergreen Way	Widen to 3 lanes - striping only	Completed	2007	Washougal	

Facility	Cross Streets	Project Description	Pre-Project Condition	Year of Completion	Jurisdiction/ Agency	Project Cost
LOCAL PROJECTS:						
<i>NE 88th Street</i>	<i>Highway 99 to St. Johns Road</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2013</i>	<i>Clark County</i>	<i>\$17,524,000</i>
<i>NE 10th Avenue</i>	<i>NE 141st St. to NE 149th Street</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2013</i>	<i>Clark County</i>	<i>\$4,050,000</i>
<i>SR-503 and SW Scotton Way</i>		<i>Add east and west intersection legs and signalize</i>	<i>Eastbound right-in/right-out</i>	<i>2012</i>	<i>Battle Ground</i>	<i>\$500,000</i>
<i>NW 38th Av</i>	<i>Camas City Limits to NW Parker St</i>	<i>1 lane each direction w/ turn lane, bike and pedestrian</i>	<i>1 lane each direction</i>	<i>2013</i>	<i>Camas</i>	<i>\$11,310,000</i>
<i>NW Friberg/ Strunk St</i>	<i>SE 1st St to Goodwin</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2014</i>	<i>Camas</i>	<i>\$5,000,000</i>
<i>Timmen Road</i>	<i>La Center Rd to NE 279th St</i>	<i>Intersection and safety improvements</i>	<i>1 lane each direction</i>	<i>2013</i>	<i>Clark County</i>	<i>\$6,351,000</i>
<i>Jefferson Street/Grant Street</i>	<i>8th St. to Railroad Ave.</i>	<i>Reconstruct and grade separate</i>	<i>1.5 lane each direction</i>	<i>2013</i>	<i>Vancouver</i>	<i>\$10,000,000</i>
<i>9th Street</i>	<i>I-205 to NE 136th Avenue</i>	<i>Close gaps and complete corridor</i>	<i>Unconnected street system</i>	<i>2012</i>	<i>Vancouver</i>	<i>\$4,417,516</i>
<i>Esther Street</i>	<i>At RR Tracks</i>	<i>Railroad Undercrossing, new road</i>	<i>None</i>	<i>2014</i>	<i>Vancouver</i>	<i>\$4,000,000</i>

COMPLETED SINCE 2011 RTP: TOTAL (Regional and Local Projects)

\$321,497,065

In addition, WSDOT has completed or obligated 13 Transportation System Management and Operations / Advanced Traveler Information System projects at a total cost of \$8,391,236

2014 RTP: Draft List of RTP Fully Funded Projects; (DRAFT; October 17, 2014)

NOTE: Local Projects descriptions are italicized

Facility	Cross Streets	Project Description	Pre-Project Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost Estimate
REGIONAL PROJECTS:						
I-205	I-205/Mill Plain Interchange to NE 18th St - Build Interchange - Stage 2	18th St. Ramps/Frontage Road between Mill Plain and 18th Streets	No interchange at 18th/28th	2016	WSDOT	\$62,261,000
SR-502	NE 10th Avenue to Battle Ground	2 lanes each direction	1 lane each direction	2016	WSDOT	\$84,580,000
119th Street	72nd Avenue to 87th Av.	2 lanes ea. Direction	1 lane each direction	2016	Clark County	\$14,648,000
Pacific Highway	at 4th Street	Construct roundabout	Intersection	2016	La Center	\$1,587,000
Mill Plain Blvd	104th/105th Intersection	Intersection offset removal	offset intersection north/south of Mill Plain	2015-2025	Vancouver	\$4,500,000
18th Street	Four Seasons Ln to 138th Avenue	2 lanes ea. Direction, w/median/turn lane	1 lane each direction	2014-2020	Vancouver	\$14,500,000
Evergreen @ 32nd Street	Intersection Influence Area	Intersection reconstruct including radius and turn lanes		2016	Washougal	\$1,728,000
LOCAL PROJECTS:						
<i>NE 47th Av</i>	<i>at NE 78th Street</i>	<i>Intersection align and improve</i>	<i>Intersection</i>	<i>2015</i>	<i>Clark County</i>	<i>\$1,800,000</i>
<i>NE 94th Avenue</i>	<i>Padden Parkway to NE 99th Street</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane/none</i>	<i>2015-2016</i>	<i>Clark County</i>	<i>\$5,584,000</i>
<i>Carty Road</i>	<i>10th to Hillhurst</i>	<i>Improvements including striping, guardrail, drainage etc</i>	<i>1 lane ea. direction</i>		<i>Clark County</i>	<i>\$2,500,000</i>
<i>Columbia Way</i>	<i>Columbia St to Grant St.</i>	<i>2 lanes narrowing to 1 lane each direction</i>	<i>New road extension to serve waterfront development</i>	<i>2015</i>	<i>Vancouver</i>	<i>\$5,664,000</i>
<i>82nd Av./Thurston Way</i>	<i>Van Mall Drive to NE 54th Street</i>	<i>Urban upgrade to standard</i>	<i>Substandard</i>	<i>2014-2020</i>	<i>Vancouver</i>	<i>\$2,000,000</i>
<i>Parkway Dr Extension</i>	<i>72nd to 77th Av</i>	<i>Gap completion, urban collector</i>	<i>Unconnected street system</i>	<i>2014-2020</i>	<i>Vancouver</i>	<i>\$1,541,706</i>
<i>Vancouver Mall Dr. Extension</i>	<i>Andresen Road to 66th Avenue</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None</i>	<i>2014-2020</i>	<i>Vancouver</i>	<i>\$2,500,000</i>

2014 RTP: FULLY FUNDED PROJECTS TOTAL (Regional and Local Projects)

\$205,393,706

RTP REGIONAL PROJECTS to be identified in 2014 RTP (DRAFT; October 17, 2014)

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
MEGA PROJECT						
I-5	I-5/Victory Blvd. to SR 500 - Improve Mobility	Replace I-5 Bridge over Columbia River	3 lanes each direction	2025-2035	WSDOT	\$3,300,000,000
REGIONAL PROJECTS						
I-205	Salmon Creek Interchange Phase II	Construct SB Flyover Ramp & Widen 134th St. including the structure over I-205		2025-2035	WSDOT	\$42,000,000
I-5	319th Street Interchange	Reconstruct Interchange	Interchange	2015-2021	WSDOT	\$40,000,000
I-5	179th Street Interchange	Reconstruct Interchange	Interchange	2025-2035	WSDOT/ Clark County	\$50,000,000
I-5/SR-500	SR 500	Construct Direct Connection	Partial Interchange	2025-2035	WSDOT	\$140,000,000
I-5	East Fork Lewis River Bridge Northbound	Replace Bridge Structure	Bridge	2025-2035	WSDOT	\$50,000,000
I-205	I-205/SR 500 - SB Merge Improvement	Operational Improvement for SR 500 to I-205 SB Merge		2015-2021	WSDOT	\$1,000,000
I-205	I-205/Padden Parkway Interchange - Reconstruct I/C	Widen Padden Parkway & Construct Direct Connection to 72nd	Interchange	2025-2035	WSDOT	\$30,000,000
I-205	I-205/SR 500 to Padden Parkway - Add Lanes	Add Lanes NB and SB	2 lanes each direction	2021-2024	WSDOT	\$30,000,000
I-205	I-205/Mill Plain to SR 500 - Add Lanes	Add Auxiliary Lanes NB and SB		2021 - 2024	WSDOT	\$23,000,000
SR-14	I-205 to 164th Avenue	Add lane EB & WB, Modify NB I-205 to SR 14 Ramp, which includes Bridge Ramp Widening	2 lanes each direction	2021-2024	WSDOT	\$38,000,000
SR-14	West Camas Slough Bridge	Construct WB Bridge, widening to four lanes	1 lane each direction	2012-2024	WSDOT	\$25,000,000
SR-14	6th Street to 32nd Street	Add lanes and construct split diamond interchange w. frontage roads between 15th and 32nd/grade separation (for safety and capacity)	1 lane each direction with intersections	2025-2035	WSDOT	\$80,000,000

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
SR-500	42nd and 54th Avenue	Remove At-Grade I/S's; Construct Bridge over SR 500 @ 42nd Ave. & Construct I/C at 54th Ave.	Intersection	2021-2024	WSDOT	\$80,000,000
SR 500	SR 500/I-205 to 112th Ave - Add WB Auxiliary Lane	Extend WB On Ramp Lane to Reduce Weaving		2025 - 2035	WSDOT	\$2,000,000
SR 500	SR 500/NE 15th Ave Interchange - Upgrade Signals	Replace Signals		2025 - 2035	WSDOT	\$1,000,000
SR 500	SR 500/SR 503/ Fourth Plain	Grade Separation	Intersection	2025-2035	WSDOT	\$59,000,000
SR 502/ SR 503	at SR-502	Add Right Turn Lanes	Intersection	2021-2024	See Battle Ground section	
SR 503	SR 503/Caples Rd to Battle Ground - Install Median Barrier	Install Median Barrier		2025 - 2035	WSDOT	\$2,900,000
SR 503	SR 503/Padden Parkway to NE 144th Vic. - Median Curb & Signal @ SR 503/107th St	Install Median Curb on SR 503 & Signal @ SR 503/107th		2015 - 2021	WSDOT	\$2,100,000
Fisher's Landing Transit Center Expansion	164th Avenue & SR 14	Expansion of park & ride facility on property already owned by C-TRAN	Existing park and ride is approaching capacity	2015-2016	C-TRAN	\$7,500,000
Administration, Operations, and Maintenance Facility	65th Street & 18th Street	Expansion/redevelopment	Current facility is 20 years old and over capacity	2026-2027	C-TRAN	\$11,363,000
Bus Rapid Transit Improvements	Fourth Plain	Develop and construct BRT project	N/A	2015-2016	C-TRAN	\$53,404,002
Bus Rapid Transit Coach Replacement	Fourth Plain	Bus Rapid Transit Coaches	N/A	2035	C-TRAN	\$1,035,131
18th Street Park & Ride	I-205/18th Interchange	Relocation of existing Evergreen Park & Ride	Current park and ride lacks visibility and easy access to I-205, relocation will support service improvements	2029-2030	C-TRAN	\$14,600,000
Fleet Replacement and Expansion	System Wide	Purchase replacement and expansion vehicles for fixed route, paratransit, and vanpool service	Continue ongoing program	2014-2035	C-TRAN	\$85,858,000
Major Fleet Component Maintenance	System Wide	Major Engine Component Replacements		2014-2035	C-TRAN	\$2,875,000

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
Passenger Amenities	System Wide	Improvements/amenities at bus stops, and transit centers - new and existing; Also equipment on board buses	Continue ongoing program	2014-2035	C-TRAN	\$25,875,000
Maintenance & Support Vehicles			Continue ongoing program	2014-2035	C-TRAN	\$2,530,000
Facility Capital Maintenance			Continue ongoing program	2014-2035	C-TRAN	\$14,835,000
Office Equipment/ Computer Systems/ Printers			Continue ongoing program	2014-2035	C-TRAN	\$6,468,750
Miscellaneous Capital Repair & Replacement			Continue ongoing program	2014-2035	C-TRAN	\$5,750,000
119th Street	87th Avenue to 113th Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2025-2035	Clark County	\$26,200,000
119th Street	NE 50th Avenue to 72nd Avenue	1 lane ea. direction, w/turn lane	1 lane each direction	2017	Clark County	\$8,239,000
179th Street	Delfel Rd to NE 15th Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2020-2025	Clark County/ WSDOT	\$15,000,000
Andresen	Padden Parkway	Interim upgrade	Intersection	2025-2035	Clark County	\$15,000,000
Highway 99	NE 99th Street to NE 107th Street	2 lanes ea. direction, w/turn lane	2 lanes each direction	2017 - 2025	Clark County	\$8,800,000
Salmon Creek Avenue	WSU Entrance to NE 50th Avenue	1 lane ea. direction, w/turn lane	1 lane each direction	2020-2035	Clark County	\$12,100,000
NE 72nd Avenue	NE 122nd to NE 219th St	Spot capacity improvements	1 lane each direction	2030-2035	Clark County	\$30,000,000
NE 99th Street	SR 503	Intersection improvements	Intersection	2016	Clark County	\$2,300,000
NE 182nd Avenue	SR 502	Intersection improvements	Intersection	2020-2025	Clark County	\$1,000,000
NE 179th Street	NE 29th Avenue or NE 50th Ave	Intersection improvements	Intersection	2020-2025	Clark County	\$5,000,000
Signalized Intersections	Various locations	TSMO upgrades	Intersection	2015-2035	Clark County	\$6,000,000
NE Ward Rd.	NE 88th Street to NE 172nd Ave	2 lanes ea. direction	1 lane each direction	2020-2035	Clark County	\$9,700,000
Grace Avenue	Grace Av/East Main St	Align S Grace and N Grace	Unaligned intersections	2017	Battle Ground	\$3,239,000
SE Eaton Blvd	SE Grace to East City Limits	1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities	1 lane each direction	2014-2018	Battle Ground	\$1,425,000
SE Grace Avenue	E Main St to SE Rasmussen Blvd	1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities	1 lane each direction	2017	Battle Ground	\$3,000,000
SR-502 and W 12th Avenue	Reconfigure roadway system and signal removal	1 lane ea. direction, w bicycle and pedestrian facilities	Signalized intersection	2015	Battle Ground	\$220,000
SR-503 and SW Eaton Blvd		Improve intersection - add turn lanes		2014-2018	Battle Ground	\$525,000

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
SR-503 and SW Rasmussen Blvd		Add east legs of intersection and signalize	No intersection	2014-2018	Battle Ground	\$815,000
SR-502 and W 15th Avenue	Reconfigure roadway system and add turn lanes	1 lane ea. direction, w bicycle and pedestrian facilities	Signalized intersection	2014-2018	Battle Ground	\$450,000
SR-503	at SR-502	Add turn lanes to intersection	Intersection	2014-2018	Battle Ground/ WSDOT	\$2,100,000
SR 502	NE 92nd Avenue	Add south leg of intersection, turn lanes, and signalize	does not exist	2024-2033	Battle Ground	\$2,375,000
Chelatchie Prairie Rail With Trails	E Main St to SE Rasmussen Blvd	Add pedestrian/bike path	does not exist	2016	Battle Ground	\$700,000
W Main, Left Turn Pocket Realignment	Safeway Access	Realign left turn pockets for westbound to southbound at 503 and eastbound to northbound at W 8th Ave; removes westbound left turn pocket west of W 8th Ave	Westbound left turn pocket west of W 8th Ave	2019	Battle Ground	\$30,000
SR-503 and NW 5th Way		Add right-in/right-out intersection	None	2015	Battle Ground	\$250,000
NE 179th Street,	NE 112th Avenue to SR 503	Construct urban minor arterial with bike lanes and sidewalks	none	2024-2033	Battle Ground	\$2,253,000
S Eaton Blvd	SW 20th Avenue	Signalize, add left turn lanes on all approaches	none	2014-2028	Battle Ground	\$890,000
NE 13th/18th St	Goodwin to 192nd Av.	2 lanes each direction w/ turn lane, bike and pedestrian	None to 1 lane each direction	2016-2022	Camas	\$9,340,000
Lake Road	Everett to Lacamas Lane	1 lane ea. direction, w/turn lane	1 lane each direction	2024-2030	Camas	\$3,000,000
NE Goodwin Rd	13th St to Ingle to 232nd Av	2 lanes each direction w/ turn lane, bike and pedestrian	1 lane each direction	2017-2023	Camas	\$10,182,000
NE 28th Street	Ingle to 232nd	1 lane each direction w/turn lane, bike and pedestrian	1 lane each direction	2017-2023	Camas	\$10,000,000
SR-500/ Everett Rd	Lake Rd to NE 3rd St	1 lane each direction w/ turn lane, bike and pedestrian	1 lane each direction	2023-2029	Camas	\$12,710,000
NW 6th Av	Ivy to Division	Add turn lanes	2 lanes each direction	2016-2022	Camas	\$1,200,000
La Center Road		Widen Bridge and 4 travel lanes with bike/Pedestrian		2019	La Center	\$15,950,000
E 4th Street	Stonecreek Drive	Breezee Creek Crossing Pedestrian/bicycle Improvements	Old Culvert, no bike lanes, 1 sidewalk	2016-2020	La Center	\$3,248,000

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
E 4th Street	Highland to E. City Limits	Urban upgrade	Unimproved road segment	2016-2021	La Center	\$1,635,000
La Center Road	at Timmen Road	Construct left turn lanes	Unimproved intersection	Partly complete in 2012. Rest in 2016-2021.	La Center	\$1,450,000
E 4th Street	Cedar Avenue	Create downtown couplet.	urban road with sidewalks.	2014-2017	La Center	\$101,500
West Vancouver Freight Access	Southwest Vancouver	Construct new freight rail entrance to the Port from the BNSF Railway mainline, a grade separated entrance to T-5 and improves internal rail storage to accommodate unit trains	Hill track access from BNSF mainline, internal rail system. No service to Columbia Gateway	Phased, 2011-2017	Port of Vancouver	\$150,000,000
Hillhurst Road	Pioneer Street/NW 229th St	Upgrade to collector arterial	1 lane each direction	2015	Ridgefield	\$17,890,000
Pioneer Street Bridge	over Gee Creek	Bridge Replacement	2 lane bridge	2020	Ridgefield	\$2,671,500
Pioneer St (SR-501) at 9th Ave/Hillhurst Rd	N/A	Signalized Intersection improvement	Unsignalized Intersection	2015	Ridgefield	\$345,000
Pioneer St (SR-501)	Rieman Road to 35th Ave Roundabout	Widen, 1 lane each direction w/ turn lane	1 lane each direction	2020	Ridgefield	\$5,581,000
Pioneer St (SR-501) at 35th Ave	N/A	2-lane Roundabout	2-way stop-controlled intersection	2014	Ridgefield	\$1,268,000
Pioneer St (SR-501)	35th Ave to 45th Ave	Widen, 2 lane each direction w/ turn lane	1 lane each direction	2015	Ridgefield	\$3,530,000
Pioneer St (SR-501) at 51st Ave	N/A	2-lane Roundabout	N/A	2015	Ridgefield	\$1,268,000
Pioneer St (SR-501)	45th Ave to 51st Ave	Widen, 2 lane each direction w/ turn lane	1 lane each direction	2018	Ridgefield	\$2,194,000
Pioneer St (SR 501)	51st Ave to 56th Ave	Widen, 2 lane each direction w/ turn lane	1 lane each direction	2018	Ridgefield	\$2,194,000
Extend Pioneer St (SR 501) to Port	Main Ave to Division St	Railroad Overcrossing, new road	N/A	2018	Ridgefield	\$10,452,000
Hillhurst Road at S. Royle Road	N/A	Signalized Intersection improvement	N/A	2018	Ridgefield	\$964,000
112th Avenue	Mill Plain to 28th Street	2 lanes ea. direction, w/turn lane	2 lanes each direction	2025-2035	Vancouver	\$5,000,000
137th Avenue	49th Street to Fourth Plain Blvd.	2 lanes ea. direction, w/turn lane	1 lane each direction	2015-2025	Vancouver	\$25,000,000
18th Street	162nd Avenue to 192nd Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2025-2035	Vancouver	\$12,000,000
18th Street	140th Avenue to 162nd Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2025-2035	Vancouver	\$15,000,000

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
18th Street	87th Avenue to 107th Avenue	Extend existing street 1 lane ea. direction, w/turn lane	No street	2025-2035	Vancouver	\$16,000,000
192nd Avenue	SE 1st Street to NE 18th Street	2 lanes ea. direction, w/turn pockets	1 lane each direction	2025-2035	Vancouver	\$9,000,000
Fourth Plain Boulevard/ Andresen	Intersection Influence Area	Reconstruct Fourth Plain in vicinity of 65th/66th Avenue to Andresen		2025-2035	Vancouver	\$5,000,000
Fruit Valley Rd	61st to 78th Street	1 lane ea. direction, w/turn lane	1 lane each direction	2025-2035	Vancouver	\$37,000,000
St. Johns Blvd	Ft. Vancouver Way Intersection	Intersection improvement	Substandard	2025-2035	Vancouver	\$2,800,000
St. Johns Blvd	NE 68th St	Intersection improvement	Substandard	2025-2035	Vancouver	\$500,000
Lieser Road/ NE 87th Avenue	Lieser to E 5th St	Intersection improvement	Offset intersection	2025-2035	Vancouver	\$21,500,000
Main Street	5th Street to 15th Street	Reconstruct from 5th to 16th	One-way street	2025-2035	Vancouver	\$11,300,000
NE 28th Street	138th Avenue to 164th Avenue	1 lane ea. direction, w/turn lane	1 lane each direction	2025-2035	Vancouver	\$9,900,000
SE 1st Street	164th Avenue to 192nd Ave.	2 lanes ea. direction, w/turn lane	1 lane each direction	2015-2025	Vancouver	\$16,500,000
SE 5th Street	Grand Blvd. to East Reserve	Upgrade to 3-lane Modified Collector	1 lane each direction	2025-2035	Vancouver	\$1,200,000
Fourth Plain Blvd	117th Ave to 162nd Ave	Urban upgrade	Substandard	2025-2035	Vancouver	\$2,500,000
Main Street	39th St. Intersection	Intersection capacity and operational upgrade	substandard lane width, inadequate storage, inadequate turn lanes	2025-2035	Vancouver	\$3,500,000
32nd Street	Evergreen Way to 34th Street	Widen to 3 lanes, plus bike lanes and sidewalk	1 lane each direction	2018-2024	Washougal	\$5,969,000
<i>Stiles Rd/34th Street</i>	<i>32nd Street to SE Lehr Road</i>	<i>Widen to 3 lanes, plus bike lanes and sidewalk and guard rail</i>	<i>1 lane each direction</i>	<i>2018-2024</i>	<i>Washougal</i>	<i>\$6,050,000</i>
Evergreen Way	32nd Street to Sunset View Rd	Widen to 3 lanes, plus bike lanes and sidewalk	1 lane in each direction	2018-2024	Washougal	\$8,117,000
27th St Extension and RR overpass	Main Street to E Street	RR grade seperated overpass, bike lanes and sidewalk	No Street	2011-2017	Washougal	\$16,568,000
27th Street	Main Street to SR-14	Widen for turn lane, bike lanes and sidewalk. Connects to SR-14 frontage roads/Collector-Distributor	1 lane each direction	2011-2017	Washougal	\$3,178,000
Washougal River Road	Shepherd Road, 18th/O, 25th	Intersection improvements, bike ped and trail crossing		2018-2024	Washougal	\$2,482,000
Evergreen Way And Sunset View Road	Intersection Influence Area	Intersection improvement		2018-2024	Washougal	\$1,963,000

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
Evergreen @ 39th intersection	Evergreen and 39th St.	Evergreen @ 39th St. Signalization and intersection improvements	no signal	2025-2030	Washougal	\$1,081,000
County-wide	County Wide	Pedestrian & Bicycle Projects and Programs		Continuing	County-wide	\$92,400,000
County-wide	County Wide	Demand Management		Continuing	County-wide	\$48,000,000
Various	System Wide	Transportation System Management and Operations		Continuing	County-wide	\$45,800,000

RTP REGIONAL PROJECTS to be identified in 2014 RTP: TOTAL (Regional Projects)

\$1,778,186,883

RTP LOCAL PROJECTS to be identified in 2014 RTP (DRAFT; October 17, 2014)

NOTE: Local Projects descriptions are italicized

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
LOCAL PROJECTS:						
<i>Bridges and Misc. Projects</i>	<i>Various locations</i>			<i>2015-2035</i>	<i>Clark County</i>	<i>\$50,000,000</i>
<i>Intersection Improvements</i>	<i>Various locations</i>			<i>2015-2035</i>	<i>Clark County</i>	<i>\$15,000,000</i>
<i>Misc. Road Improvements w/ regional benefit</i>	<i>Various locations</i>			<i>2012-2035</i>	<i>Clark County</i>	<i>\$25,000,000</i>
<i>NE 10th Avenue</i>	<i>154th to 164th Street</i>	<i>1 lane ea. direction, w/ turn lane at intersections; bridge</i>	<i>1 lane each direction</i>	<i>2016-2018</i>	<i>Clark County</i>	<i>\$23,695,000</i>
<i>NE 10th Avenue</i>	<i>149th to 154th Street</i>	<i>1 lane each direction, 3R upgrade</i>	<i>1 lane each direction</i>	<i>2017</i>	<i>Clark County</i>	<i>\$2,100,000</i>
<i>NE 15th Avenue</i>	<i>179th Street to NE 10th Avenue</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None</i>	<i>2015-2035</i>	<i>Clark County</i>	<i>\$7,000,000</i>
<i>NE 99th Street</i>	<i>94th to 117th Av.</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>None/1 lane</i>	<i>2018-2020</i>	<i>Clark County</i>	<i>\$9,176,000</i>
<i>Various</i>	<i>Various locations</i>	<i>Urban road development</i>	<i>unimproved</i>	<i>2017-2035</i>	<i>Clark County</i>	<i>\$25,000,000</i>
<i>Heisson Rd/NE 10th St</i>	<i>NE Grace Avenue to East City Limits</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>	<i>1 lane each direction</i>	<i>2024-2033</i>	<i>Battle Ground</i>	<i>\$781,000</i>
<i>N Parkway Ave</i>	<i>Onsdorff to NE 244th St</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>	<i>1 lane each direction</i>	<i>2019-2023</i>	<i>Battle Ground</i>	<i>\$1,649,000</i>
<i>NE 112th Ave</i>	<i>NE 244th to NE 239th St</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>	<i>1 lane each direction</i>	<i>2024-2033</i>	<i>Battle Ground</i>	<i>\$550,000</i>
<i>NE 112th Ave</i>	<i>NE 199th to NE 189th St</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>	<i>1 lane each direction</i>	<i>2024-2033</i>	<i>Battle Ground</i>	<i>\$760,000</i>
<i>S Parkway Avenue</i>	<i>Eaton Blvd (NE 199th St) to NE 179th Street</i>	<i>Improve to urban three-lane section with sidewalks and bike lanes</i>	<i>none</i>	<i>2024-2033</i>	<i>Battle Ground</i>	<i>\$2,400,000</i>
<i>NE 189th Street</i>	<i>NE 112th Ave to SR-503</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>	<i>1 lane each direction</i>	<i>2024-2033</i>	<i>Battle Ground</i>	<i>\$930,000</i>
<i>SW Eaton Blvd</i>	<i>SW 20th Ave to SR-503</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>	<i>1 lane each direction</i>	<i>2019-2023</i>	<i>Battle Ground</i>	<i>\$900,000</i>
<i>NE 1st Street</i>	<i>N Parkway to Grace</i>	<i>Widen road lanes, w pedestrian facilities</i>	<i>1 lane each direction</i>	<i>2019-2023</i>	<i>Battle Ground</i>	<i>\$770,000</i>
<i>NW 25th St</i>	<i>SR-503 to N Parkway Ave</i>	<i>1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities</i>	<i>1 lane each direction</i>	<i>2019-2023</i>	<i>Battle Ground</i>	<i>\$1,953,000</i>

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
NE 25th St	N Parkway Ave to NE Grace Ave	New urban collector with bike lanes and sidewalks	does not exist	2019-2023	Battle Ground	\$1,875,000
NW 25th St	NE 112th Ave to SR-503	1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities	1 lane each direction	2024-2033	Battle Ground	\$887,000
NE Onsdorff Blvd	N Parkway Ave to NE Grace Ave	New urban collector with bike lanes and sidewalks	does not exist	2019-2023	Battle Ground	\$1,910,000
NW 20th Ave	SR-502 to Onsdorff	1 lane ea. direction, w bicycle and pedestrian facilities	1 lane each direction, some turn lane	2014-2018	Battle Ground	\$2,670,000
NW Onsdorff Blvd	NE 239th St to NE 20th Av	New urban collector with bike lanes and sidewalks	partially fully built, portion does not exist	2014-2018	Battle Ground	\$2,717,000
S Parkway Avenue	S Rasmussen Blvd to S Eaton Blvd	1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities	1 lane each direction	2014-2018	Battle Ground	\$3,400,000
SE 1st Street	S Parkway to Grace	Widen road lanes, w pedestrian facilities	1 lane each direction	2014-2018	Battle Ground	\$822,000
SE Scotton Way	S Parkway Ave to SE Grace Ave	1 lane ea. direction, w bicycle and pedestrian facilities	does not exist	2014-2018	Battle Ground	\$2,025,000
SR-502 and W 29th Ave		Add south leg of intersection and signalize	does not exist	2019-2023	Battle Ground	\$790,000
SW 20th Ave	SW 6th St to SW Eaton Blvd	1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities	1 lane each direction	2014-2018	Battle Ground	\$7,000,000
SW 20th Ave	SR-502 to SW 6th St	1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities	1 lane each direction	2019-2023	Battle Ground	\$93,000
SW 4th St	S Parkway to west terminus	Widen road lanes, w pedestrian facilities	1 lane each direction	2007-2010	Battle Ground	\$500,000
SW 6th Ave	Rasmussen to SW Scotton Way	1 lane ea. direction, w pedestrian facilities	does not exist	2014-2018	Battle Ground	\$1,520,000
SW 6th Avenue	NE 199th St to SW Scotton Way	1 lane ea. Direction, w/turn lane, bike and pedestrian	does not exist	2014-2018	Battle Ground	\$1,403,000
SW 7th Avenue	Rasmussen to south terminus	1 lane ea. direction, w pedestrian facilities	does not exist	2014-2018	Battle Ground	\$1,262,000
SW Rasmussen Blvd	SR-503 to SW 20th	1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities	does not exist	2019-2023	Battle Ground	\$3,560,000
SW Rasmussen Blvd	SR-503 to western terminus	1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities	does not exist	2014-2018	Battle Ground	\$1,357,000
NW 5th Street	503 to N Parkway Avenue,	Construct new urban neighborhood collector with bike lanes and sidewalks	does not exist	2014-2018	Battle Ground	\$1,500,000

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
NW 7th Avenue	NW 9th Street to W Main Street	Construct new urban neighborhood collector with bike lanes and sidewalks	does not exist	2014-2018	Battle Ground	\$1,560,000
NE 152nd Avenue	SE Rasmussen Blvd to Eaton Blvd	Construct new urban major collector with bike lanes and sidewalks.	does not exist	2024-2033	Battle Ground	\$2,391,000
NE 152nd Avenue	Eaton Blvd to NE 189th Street	Construct new urban major collector with bike lanes and sidewalks.	does not exist	2024-2033	Battle Ground	\$1,714,000
NE 189th Street	NE 142nd Avenue to NE 152nd Avenue	Construct new urban major collector with bike lanes and sidewalks.	does not exist	2024-2033	Battle Ground	\$2,235,000
NE 189th Street	NE 132nd Avenue to NE 142nd Avenue	Construct new urban major collector with bike lanes and sidewalks	does not exist	2024-2033	Battle Ground	\$2,050,000
SE 5th Avenue	NE 192nd Street to NE 179th Street	Construct new urban neighborhood collector with bike lanes and sidewalks	does not exist	2024-2033	Battle Ground	\$2,670,000
NE 189th Street	SR 503 to NE 132nd Avenue	Construct new urban major collector with bike lanes and sidewalks.	does not exist	2024-2033	Battle Ground	\$1,875,000
SW 7th Avenue	SE Eaton Blvd to NE 189th Street	Construct new urban neighborhood collector with bike lanes and sidewalks	does not exist	2019-2023	Battle Ground	\$1,584,000
SW 7th Avenue	NE 189th Street to NE 179th Street	Construct new urban neighborhood collector with bike lanes and sidewalks	does not exist	2024-2033	Battle Ground	\$2,109,000
NE 179th Street	SR 503 to NE 142nd Avenue	Construct new urban major collector with bike lanes and sidewalks.	does not exist	2024-2033	Battle Ground	\$3,939,000
SW 15th Avenue	NE 189th Street to NE 179th Street	Construct new urban neighborhood collector with bike lanes and sidewalks.	does not exist	2024-2033	Battle Ground	\$1,599,000
NE 112th Avenue	NE 189th Street to NE 179th Street	Construct new urban major collector with bike lanes and sidewalks.	does not exist	2024-2033	Battle Ground	\$3,094,000
NE 192nd Street	SW 20th Avenue to SW 15th Avenue	Construct new urban neighborhood collector with bike lanes and sidewalks	does not exist	2024-2033	Battle Ground	\$1,594,000

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
<i>NE 25th Street</i>	<i>NE 142nd Avenue to NE 152nd Avenue</i>	<i>Construct new urban major collector with bike lanes and sidewalks.</i>	<i>does not exist</i>	<i>2024-2033</i>	<i>Battle Ground</i>	<i>\$2,050,000</i>
<i>NW 35th Avenue</i>	<i>NE 239th Street to NW 2nd Street</i>	<i>Construct new urban neighborhood collector with bike lanes and sidewalks</i>	<i>does not exist</i>	<i>2024-2033</i>	<i>Battle Ground</i>	<i>\$3,070,000</i>
<i>NW 15th Street</i>	<i>NE 92nd Avenue to NW 31st Avenue</i>	<i>Construct new urban neighborhood collector with bike lanes and sidewalks</i>	<i>does not exist</i>	<i>2024-2033</i>	<i>Battle Ground</i>	<i>\$2,310,000</i>
<i>NW 9th Street</i>	<i>NE 92nd Avenue to western terminus</i>	<i>Construct new urban major collector with bike lanes and sidewalks.</i>	<i>does not exist</i>	<i>2024-2033</i>	<i>Battle Ground</i>	<i>\$2,824,000</i>
<i>NE 92nd Avenue</i>	<i>SR 502 to Eaton Blvd.</i>	<i>Construct new urban major collector with bike lanes and sidewalks</i>	<i>does not exist</i>	<i>2024-2033</i>	<i>Battle Ground</i>	<i>\$3,924,000</i>
<i>SW 34th Avenue</i>	<i>SW 2nd Street to Eaton Blvd</i>	<i>Construct new urban major collector with bike lanes and sidewalks.</i>	<i>does not exist</i>	<i>2024-2033</i>	<i>Battle Ground</i>	<i>\$3,768,000</i>
<i>SW 11th Street</i>	<i>SW 34th Avenue to SW 24th Avenue</i>	<i>Construct new urban major collector with bike lanes and sidewalks.</i>	<i>does not exist</i>	<i>2024-2033</i>	<i>Battle Ground</i>	<i>\$994,000</i>
<i>SW 11th Street</i>	<i>92nd Avenue to SW NE 34th Avenue</i>	<i>Construct new urban neighborhood collector with bike lanes and sidewalks</i>	<i>does not exist</i>	<i>2024-2033</i>	<i>Battle Ground</i>	<i>\$1,315,000</i>
<i>NW 2nd Street</i>	<i>NE 92nd Avenue to NW 31st Avenue</i>	<i>Construct new urban neighborhood collector with bike lanes and sidewalks</i>	<i>does not exist</i>	<i>2024-2033</i>	<i>Battle Ground</i>	<i>\$2,057,000</i>
<i>SW 1st Street</i>	<i>SW 34th Avenue to SW29th Ave</i>	<i>Construct new frontage road on south side of highway</i>	<i>does not exist</i>	<i>2024-2033</i>	<i>Battle Ground</i>	<i>\$1,350,000</i>
<i>SW 25th Avenue</i>	<i>SW 11th Street to Eaton Blvd</i>	<i>Construct new urban neighborhood collector with bike lanes and sidewalks</i>	<i>does not exist</i>	<i>2024-2033</i>	<i>Battle Ground</i>	<i>\$2,895,000</i>
<i>NE 112th Avenue</i>	<i>NE 179th Street to NE 176th Street</i>	<i>Construct new urban major collector with bike lanes and sidewalks</i>	<i>does not exist</i>	<i>2024-2033</i>	<i>Battle Ground</i>	<i>\$888,000</i>
<i>SW 15th Avenue</i>	<i>NE 179th Street to NE 176th Street</i>	<i>Construct new urban neighborhood collector with bike lanes and sidewalks</i>	<i>does not exist</i>	<i>2024-2033</i>	<i>Battle Ground</i>	<i>\$750,000</i>

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
<i>Eaton Blvd</i>	<i>NE 92nd Avenue to SW 20th/NE 112th Avenue</i>	<i>Improve to urban three-lane section with sidewalks and bike lanes</i>	<i>does not exist</i>	<i>2024-2033</i>	<i>Battle Ground</i>	<i>\$1,515,000</i>
<i>NE 92nd Avenue</i>	<i>NE 239th Street to SR 502</i>	<i>Improve to three-lane urban major collector with sidewalks and bike lanes</i>	<i>does not exist</i>	<i>2024-2033</i>	<i>Battle Ground</i>	<i>\$1,710,000</i>
<i>NE 239th Street</i>	<i>NE 92nd Avenue to NW Onsdorff Blvd.</i>	<i>Improve to three-lane urban major collector with sidewalks and bike lanes</i>	<i>does not exist</i>	<i>2024-2033</i>	<i>Battle Ground</i>	<i>\$750,000</i>
<i>SW Scotton Way</i>	<i>SW 25th Avenue to SW 20th Avenue</i>	<i>Construct new urban neighborhood collector with bike lanes and sidewalks</i>	<i>does not exist</i>	<i>2024-2033</i>	<i>Battle Ground</i>	<i>\$750,000</i>
<i>NE 239th St</i>	<i>NW Onsdorff Blvd to NE 112th Avenue</i>	<i>Complete urban two-lane section with sidewalks and bike lanes</i>	<i>1 lane each direction</i>	<i>2024-2033</i>	<i>Battle Ground</i>	<i>\$563,000</i>
<i>SW 24th Avenue</i>	<i>SR 502 to SW 6th Street</i>	<i>Construct new urban neighborhood collector with bike lanes and sidewalks</i>	<i>does not exist</i>	<i>2024-2033</i>	<i>Battle Ground</i>	<i>\$850,000</i>
<i>NW 16th Avenue</i>	<i>NE 25th Street to NW Onsdorff Boulevard</i>	<i>Construct new urban neighborhood collector with bike lanes and sidewalks</i>	<i>does not exist</i>	<i>2024-2033</i>	<i>Battle Ground</i>	<i>\$1,764,000</i>
<i>NW 15th Street</i>	<i>NW 31st Avenue to NW 25th Avenue</i>	<i>Construct new urban neighborhood collector with bike lanes and sidewalks</i>	<i>does not exist</i>	<i>2024-2033</i>	<i>Battle Ground</i>	<i>\$963,000</i>
<i>NE 19th Street</i>	<i>N Parkway Avenue to NE Grace Avenue</i>	<i>Construct new urban neighborhood collector with bike lanes and sidewalks</i>	<i>does not exist</i>	<i>2019-2023</i>	<i>Battle Ground</i>	<i>\$1,584,000</i>
<i>NE 3rd Avenue</i>	<i>Onsdorff Blvd to NE 12th Street</i>	<i>Construct new urban neighborhood collector with bike lanes and sidewalks</i>	<i>does not exist</i>	<i>2019-2023</i>	<i>Battle Ground</i>	<i>\$452,000</i>
<i>NE 9th Street</i>	<i>NE 3rd Avenue to NE Grace Avenue</i>	<i>Construct new urban neighborhood collector with bike lanes and sidewalks</i>	<i>does not exist</i>	<i>2019-2023</i>	<i>Battle Ground</i>	<i>\$1,255,000</i>
<i>NW 31st Avenue</i>	<i>NE 239th Street to NW 29th Avenue</i>	<i>Construct new urban major collector with bike lanes and sidewalks</i>	<i>does not exist</i>	<i>2019-2023</i>	<i>Battle Ground</i>	<i>\$5,888,000</i>

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
SW 15th Avenue	Eaton Blvd to NE 189th Street	Construct new urban neighborhood collector with -bike lanes and sidewalks	does not exist	2019-2023	Battle Ground	\$1,774,000
NE 192nd Street	SW 7th Avenue to NE 142nd Avenue	Construct new urban neighborhood collector with bike lanes and sidewalks	does not exist	2019-2023	Battle Ground	\$2,925,000
SE 5th Avenue	Eaton Blvd to NE192nd Street	Construct new urban neighborhood collector with bike lanes and sidewalks	does not exist	2019-2023	Battle Ground	\$955,000
SE Rasmussen Blvd	SE Commerce Avenue to NE 167th Avenue	Construct new urban major collector with bike lanes and sidewalks	does not exist	2019-2023	Battle Ground	\$3,778,000
NW Onsdorff Blvd	N Parkway Avenue	Install all-way stop or modern roundabout	does not exist	2019-2023	Battle Ground	\$705,000
NE Grace Ave	NE 10th Street	Add northbound right turn lane and convert to all way stop.	does not exist	2024-2033	Battle Ground	\$107,000
NE 5th Avenue	NE 25th Street to NE Onsdorff Blvd	Construct new urban neighborhood collector with bike lanes and sidewalks	does not exist	2019-2023	Battle Ground	\$2,386,000
SW 2nd Street	SW 29th Avenue to SW 20th Avenue	New construction completing frontage roads on south side of W. Main street	does not exist	2014-2018	Battle Ground	\$2,295,000
SW 1 st Way	SW 15th Avenue to SW 12th Avenue (frontage)	New construction completing frontage roads on south side of W Main Street right of way acquisition	does not exist	2014-2018	Battle Ground	\$766,000
NW 15th Avenue	NW 9th Street to NW 4th Street	Construct new urban neighborhood collector with bike lanes and sidewalks	does not exist	2014-2018	Battle Ground	\$595,000
SW 15th Avenue	SW 2nd Street to Rasmussen Street	Construct new urban neighborhood collector with bike lanes and sidewalks	does not exist	2014-2018	Battle Ground	\$770,000
SW 15th Avenue	Rasmussen Street to Scotton Way	Construct new urban neighborhood collector with bike lanes and sidewalks	does not exist	2014-2018	Battle Ground	\$1,310,000

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
SW 15th Avenue	Scotton Way to S Eaton Blvd	Construct new urban neighborhood collector with bike lanes and sidewalks	does not exist	2014-2018	Battle Ground	\$1,130,000
SW Scotton Way	SW 20th Avenue to SR 503	Construct new urban neighborhood collector with bike lanes and sidewalks	does not exist	2012	Battle Ground	\$3,100,000
NW 2nd Street	NW 15th Avenue to NW 12th Avenue	New construction completing frontage road on north side of W. Main Street, wetland mitigation	does not exist	2014-2018	Battle Ground	\$776,000
NW 1st Street	NW 15 th Avenue to NW 12 th Avenue	Improve existing street to accommodate traffic diverted to NW 15th Ave. after removal of traffic signal at SR 502/NW 12th Avenue (needs further analysis to determine optimal solution). Costs assume full lane added on 1st with 100 foot southbound right turn lane on NW 12th Avenue.	does not exist	2014-2018	Battle Ground	\$308,000
NW 2nd Street	NW 18th Avenue to NW 15th Avenue (frontage)	New construction completing frontage roads on north side of W. Main Street	does not exist	2014-2018	Battle Ground	\$226,000
Leadbetter Drive	Lake Road to Fremont Street	Add bike lanes, pedestrian	1 lane each direction	2016	Camas	\$700,000
NW 38th Av	Parker to Grass Valley Park	1 lane each direction w/ turn lane, bike and pedestrian	1 lane each direction	2017-2023	Camas	\$3,000,000
NE 43rd Av	SR-500 to Camas HS	1 lane each direction w/ turn lane, bike and pedestrian	1 lane each direction	2017-2023	Camas	\$1,950,000
SE 15th St/Nourse Rd	Camas HS to 283rd	1 lane each direction w/ turn lane, bike and pedestrian	1 lane each direction	2017-2023	Camas	\$3,000,000
NE Ingle Rd	Goodwin to North City Limits	1 lane each direction w/ turn lane, bike and pedestrian	1 lane each direction	2017-2023	Camas	\$5,000,000
NE 28th St	232nd Av to 242nd Av	2 lanes each direction w/ turn lane, bike and pedestrian	1 lane each direction	2017-2023	Camas	\$3,325,000

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
NW Camas Meadows Dr	Payne to Lake Road	1 lane each direction w/ turn lane, bike and pedestrian	Partially 1lane each direction, partially none	2017-2023	Camas	\$3,907,000
Woodburn Dr	SE 15th St to SE 283rd Av	1 lane each direction w/ bike and pedestrian	None	2014	Camas	\$5,455,000
SE 23rd St	Crown Rd & 283rd Av	Realign offset intersection	Offset intersection	2017-2023	Camas	\$655,000
SE Crown Rd	SE 23rd St to NE 3rd Av	1 lane each direction w/ turn lane, bike and pedestrian	1 lane each direction	2024-2030	Camas	\$10,040,000
NE 232nd Av/ 9th St	28th St to 242nd Av	1 lane each direction w/ turn lane, bike and pedestrian	1 lane each direction	2017-2023	Camas	\$11,928,000
NE 242nd Av	28th St to 9th St	1 lane each direction w/ turn lane, bike and pedestrian	None	2017-2023	Camas	\$9,840,000
New East/West Arterial	NE 242nd & 9th to Everett	1 lane each direction w/ turn lane, bike and pedestrian	None	2017-2023	Camas	\$11,970,000
North Dwyer Creek Master Plan: Street "A"	NW Lake Rd to Camas Meadows Dr	1 lane each direction	None	2017-2023	Camas	\$2,750,000
North Dwyer Creek Master Plan: Street "B"	#NW Friberg to NW Larkspur	1 lane each direction	None	2017-2023	Camas	\$4,450,000
NW 16th/Hood/18th	Klickitat to Astor	1 lane ea. direction, w/turn lane	1 lane each direction	2017-2023	Camas	\$2,000,000
NW 18th Av	Whitman to Brady	1 lane ea. direction, w/turn lane	None	2024-2030	Camas	\$1,640,000
NW 18th Av/SE Payne Rd	Whitman St to NW Pac Rim Blvd.	1 lane ea. direction, w/turn lane	1 lane each direction	2017-2023	Camas	\$3,000,000
NW 43rd Av/ Astor St	Sierra to 38th	1 lane ea. direction, w/turn lane	1 lane each direction	2017-2023	Camas	\$2,895,000
NW Astor St/ NW 11th Av	Forest Home Rd to McIntosh Rd	1 lane ea. direction, w/turn lane	1 lane each direction	2024-2030	Camas	\$1,830,000
NW Brady Rd	16th to 25th	1 lane ea. direction, w/turn lane	1 lane each direction	2016	Camas	\$5,800,000
NW McIntosh Rd	Brady to 11th	1 lane ea. direction, w/turn lane	1 lane each direction	2017-2023	Camas	\$4,100,000
NW Payne St	NW Lake Rd to Camas Meadows Dr	1 lane each direction	Private Drive	2016-2022	Camas	\$1,990,000
NW 23rd Ave	Safety Improvements	1 lane each direction	1 lane each direction	2016	Camas	\$240,000
Ingle Extension East	Goodwin to 232nd	1 lane ea. direction, w/turn lane	None	2017-2023	Camas	\$7,689,000
Collector roadway	NE 339th St. to E. 4th Street	New eastside collector roadway	None	2014-2030	La Center	\$2,005,264

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
Highland Street	High School to E City Limits	Urban upgrade	Unimproved road segment	2014-2030	La Center	
New Collector "A"				2014-2030	La Center/ Clark Co.	\$5,200,000
New Collector "B"				2014-2030	La Center/ Clark Co.	\$2,140,000
New Collector "C"				2014-2030	La Center	\$1,340,000
5th Street	Aspen Avenue	Realignment of E. 5th Street, Bicycle and ped improvements.	Urban roads with misaligned intersection.	2013-2015	La Center	\$850,000
N. 20th Street (289th Street)	I-5 to 65th Ave/NW 11th	Upgrade to minor arterial	1 lane each direction	2022	Ridgefield	\$2,438,000
N. 20th Street (289th Street)	I-5 Overcrossing	Upgrade to minor arterial	1 lane each direction	2025	Ridgefield	\$10,384,000
6th Way	Timm Road to S 51st Avenue	1 lane each direction w/ turn lane	Not continuous	2020	Ridgefield	\$775,000
Bertsinger Road	SR-501 to S 25th Place	Realign road	1 lane each direction	2025	Ridgefield	\$9,230,000
Carty Road	Hillhurst to I-5	Upgrade to minor arterial	1 lane each direction	2030	Ridgefield	\$13,024,000
N 10th Street	N 45th to N 51st Avenue	1 lane each direction w/ turn lane	Not continuous	2020	Ridgefield	\$2,526,000
N 10th Street	N 35th Ave to N 45th Avenue	1 lane each direction w/ turn lane	Not continuous	2025	Ridgefield	\$7,981,000
N 10th Street/ 279th street	E side of I-5 to N 65th Avenue	1 lane each direction w/ turn lane	1 lane each direction	2025	Ridgefield	\$1,248,000
N 35th Avenue	SR-501 to N 10th St	1 lane each direction	Not continuous	2020	Ridgefield	\$2,790,000
45th Avenue	N. 10th St to S. 15th St	1 lane each direction w/ turn lane	1 lane each direction	2015	Ridgefield	\$6,503,000
S 51st Avenue	S 20th Way to Pioneer St (SR 501)	1 lane each direction w/ turn lane	Not continuous	2018	Ridgefield	\$4,393,000
N 51st Avenue	Pioneer to N 10th Street	1 lane each direction w/ turn lane	Not continuous	2017	Ridgefield	\$3,281,000
N 56th Avenue	SR-501 to N 5th Street	1 lane each direction w/ turn lane	Not continuous	2018	Ridgefield	\$1,354,000
N 5th Street	N 45th Avenue to N 56th Place	1 lane each direction w/ turn lane	Not continuous	2020	Ridgefield	\$3,158,000
N 65th Avenue	Pioneer to N 20th St/NW 289th Street	1 lane each direction w/ turn lane	1 lane each direction	2016	Ridgefield	\$2,911,000
85th Ave/NE 10th Avenue	S 5th to N 10th St/NE 279th Street	1 lane each direction w/ turn lane	1 lane each direction	2015	Ridgefield	\$3,810,750
105th Ave/NE 20th Ave.	N 10th St/NE 279th to S 10th St/NE 259th St	Upgrade to collector arterial	1 lane each direction	2030	Ridgefield	\$6,011,000

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
S. 10th St/NE 259th St	85th Ave/NE 10th to 105th Ave/NE 20th Av.	Upgrade to collector arterial	1 lane each direction	2030	Ridgefield	\$4,007,000
N.10th St/NE 279th Street	85th Ave/NE 10th to 105th Ave/NE 20th Av.	Upgrade to collector arterial	1 lane each direction	2030	Ridgefield	\$4,007,000
S. 65th Ave	Pioneer to S 5th Street	1 lane each direction w/ turn lane	1 lane each direction	2018	Ridgefield	\$2,004,000
N 10th St/NW 279th Street Extension	65th Ave/NW 11th Avenue to 85th Ave/NE 10th Avenue	1 lane each direction w/ turn lane	1 lane each direction	2020	Ridgefield	\$4,207,000
S 10th Way	S 35th Place to S 25th Place	Rebuild road	1 lane each direction	2025	Ridgefield	\$3,079,000
S 15th Street	S 45th Avenue to S 35th Place	Rebuild road	1 lane each direction	2020	Ridgefield	\$4,121,000
S 15th Street	Union Ridge Parkway to S 45th Avenue (not including bridge)	1 lane each direction w/ turn lane	Not continuous	2025	Ridgefield	\$3,900,000
S 15th Street Overcrossing over I-5	Timm Road to Dolan Road	1 lane each direction w/ turn lane	Not continuous	2030	Ridgefield	\$14,625,000
S. 35th Place	S 10th Way to S 15th St	New collector	None	2025	Ridgefield	\$6,679,000
S 20th Way	Timm Road to S 51st Avenue	1 lane each direction w/ turn lane	1 lane each direction	2028	Ridgefield	\$2,543,000
S 25th Place	S 10th to S 4th Way	Rebuild road	1 lane each direction	2030	Ridgefield	\$872,000
S 35th Avenue	SR-501 to S 15th St	1 lane each direction	Not continuous	2030	Ridgefield	\$1,658,000
S 45th Avenue	S 15th to N 10th Street	1 lane each direction w/ turn lane	1 lane each direction	2020	Ridgefield	\$6,143,000
S 51st Avenue	Pioneer Street/NW 20th St	New Arterial	none	2017	Ridgefield	\$4,763,450
S 51st Avenue	S 20th Way to NW 219th St	1 lane each direction w/ turn lane	Not continuous	2030	Ridgefield	\$14,904,200
S 5th Street	Union Ridge Parkway to 85th Ave/NE 10th Avenue	1 lane each direction w/ turn lane	1 lane each direction	2020	Ridgefield	\$2,623,000
S 5th Street	65th Ave/NW 11th Street to Union Ridge Parkway	1 lane each direction w/ turn lane	1 lane each direction	2015	Ridgefield	\$715,000
Timm Road	S 15th St to S 20th Way	Widen, 1 lane each direction	1 lane each direction	2020	Ridgefield	\$1,988,000
Union Ridge Parkway	65th Ave to S 10th St	2 lane each direction w/ turn lane	N/A	2025	Ridgefield	\$5,661,000
NW 219th St Extension	Hillhurst Road to I-5	Widen, 1-lane each direction w/ turn lane	1-lane each direction	2035	Ridgefield	\$16,051,700
Main Ave	Depot St to City Limits	Widen	1-lane each direction	2020	Ridgefield	\$385,000

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
<i>Boschma Collectors</i>	<i>65th to 85th and S 5th St</i>	<i>New Collectors</i>	<i>N/A</i>	<i>2023</i>	<i>Ridgefield</i>	<i>\$14,315,000</i>
<i>S. 5th St</i>	<i>S 45th Avenue to S 51st Ave</i>	<i>New Industrial Collector</i>	<i>N/A</i>	<i>2025</i>	<i>Ridgefield</i>	<i>\$3,612,000</i>
<i>131st Avenue</i>	<i>Fourth Plain to 59th Street</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>Intermittent roadway</i>	<i>2025-2035</i>	<i>Vancouver</i>	<i>\$3,000,000</i>
<i>136th Ave.</i>	<i>SE 7th St. Intersection</i>	<i>Intersection improvement</i>	<i>Substandard</i>	<i>2015-2025</i>	<i>Vancouver</i>	<i>\$750,000</i>
<i>152nd Avenue</i>	<i>Fourth Plain Blvd. to 59th Street</i>	<i>New arterial street</i>	<i>No street</i>	<i>2025-2035</i>	<i>Vancouver</i>	<i>\$3,400,000</i>
<i>157th Avenue</i>	<i>Fourth Plain Blvd. to 59th Street</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>Intermittent roadway</i>	<i>2025-2035</i>	<i>Vancouver</i>	<i>\$3,400,000</i>
<i>164th Avenue</i>	<i>SR-14 to Evergreen</i>	<i>Upgrade to urban standard</i>	<i>1 lane each direction</i>	<i>2025-2035</i>	<i>Vancouver</i>	<i>\$4,500,000</i>
<i>32nd Avenue</i>	<i>SR-501 to Fruit Valley Road</i>	<i>1 lane ea. direction, w/turn lane new minor industrial arterial</i>	<i>None</i>	<i>2025-2035</i>	<i>Vancouver</i>	<i>\$13,800,000</i>
<i>49th Street</i>	<i>122nd to 137th Avenue</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>1 lane each direction</i>	<i>2025-2035</i>	<i>Vancouver</i>	<i>\$2,043,000</i>
<i>54th Street</i>	<i>15th Avenue to St Johns</i>	<i>Reconstruct, widen and upgrade to urban standards</i>	<i>1 lane each direction</i>	<i>2025-2035</i>	<i>Vancouver</i>	<i>\$7,100,000</i>
<i>59th/56th Street</i>	<i>137th Avenue to 121st Avenue</i>	<i>upgrade to urban minor arterial</i>	<i>Intermittent roadway</i>	<i>2025-2035</i>	<i>Vancouver</i>	<i>\$11,200,000</i>
<i>94th Avenue</i>	<i>Van Mall Drive to NE 54th Street</i>	<i>Urban upgrade</i>	<i>1 lane each direction</i>	<i>2025-2035</i>	<i>Vancouver</i>	<i>\$1,000,000</i>
<i>9th Street/11th Street</i>	<i>NE 152nd to 162nd Av</i>	<i>Close gaps and complete corridor to 2 lane urban collector</i>	<i>Unconnected street system</i>	<i>2025-2035</i>	<i>Vancouver</i>	<i>\$3,000,000</i>
<i>Brady Road West Extension</i>	<i>192nd Ave. interchange to 171st Ave.</i>	<i>New arterial roadway from 192nd interchange, west to existing neighborhoods</i>	<i>None</i>	<i>2025-2035</i>	<i>Vancouver</i>	<i>\$20,500,000</i>
<i>Columbia Shores</i>	<i>S. of SR-14</i>	<i>Rail Trestle, Widen Portal</i>	<i>Under-Pass</i>	<i>2025-2035</i>	<i>Vancouver</i>	<i>\$20,000,000</i>
<i>Ellsworth</i>	<i>SE 10th St to SE 5th</i>	<i>Upgrade to minor arterial standard</i>	<i>Substandard</i>	<i>2025-2035</i>	<i>Vancouver</i>	<i>\$3,200,000</i>
<i>Ellsworth</i>	<i>SE 10th St to Mill Plain</i>	<i>Upgrade to minor arterial standard</i>	<i>Substandard</i>	<i>2020-2035</i>	<i>Vancouver</i>	<i>\$4,000,000</i>
<i>Evergreen Highway and Trail</i>	<i>Ellsworth to Weber Arboretum</i>	<i>Install multi-purpose trail on one side</i>	<i>None</i>	<i>2025-2035</i>	<i>Vancouver</i>	<i>\$1,000,000</i>
<i>Evergreen Highway Trail</i>	<i>Image to Chelsea</i>	<i>Install multi-purpose trail on one side</i>	<i>None</i>	<i>2013-2025</i>	<i>Vancouver</i>	<i>\$2,900,000</i>
<i>Evergreen Highway Trail</i>	<i>Silver Springs to 164th Ave</i>	<i>Install multi-purpose trail on one side</i>	<i>None</i>	<i>2013-2025</i>	<i>Vancouver</i>	<i>\$5,100,000</i>
<i>Evergreen Highway Trail</i>	<i>164th Ave to City Limits</i>	<i>Install multi-purpose trail on one side</i>	<i>None</i>	<i>2013-2025</i>	<i>Vancouver</i>	<i>\$4,700,000</i>
<i>Jefferson/ Kauffman St.</i>	<i>Mill Plain to Evergreen</i>	<i>Realign offset @ 13th & reconstruct to 3-lane standard</i>	<i>Substandard</i>	<i>2025-2035</i>	<i>Vancouver</i>	<i>\$10,000,000</i>

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
<i>MacArthur Blvd.</i>	<i>Lieser Rd. Intersection</i>	<i>Intersection improvement</i>	<i>Substandard</i>	<i>2025-2035</i>	<i>Vancouver</i>	<i>\$2,800,000</i>
<i>NE 104th Avenue</i>	<i>Mill Plain to NE 18th Street</i>	<i>Extend existing street 1 lane each direction</i>	<i>Improve & construct new N/S corridor west of I-205</i>	<i>2025-2035</i>	<i>Vancouver</i>	<i>\$10,000,000</i>
<i>NE 11th/NE 13th</i>	<i>172nd Avenue to 192nd Avenue</i>	<i>1 lane ea. direction, w/turn lane</i>	<i>none</i>	<i>2020-2035</i>	<i>Vancouver</i>	<i>\$4,000,000</i>
<i>NE 127th Avenue</i>	<i>Fourth Plain to Burnt Bridge Creek</i>	<i>Upgrade to urban standard</i>	<i>partial built</i>	<i>2025-2035</i>	<i>Vancouver</i>	<i>\$2,300,000</i>
<i>NE 15th/18th Av</i>	<i>Ross St to 54th St</i>	<i>New 2 lane urban collector</i>	<i>No street</i>	<i>2017-2035</i>	<i>Vancouver</i>	<i>\$2,000,000</i>
<i>NE 59th Street</i>	<i>137th to 162nd Avenue</i>	<i>Construct new minor arterial 1 lane each direction with turn lane</i>	<i>No street</i>	<i>2025-2035</i>	<i>Vancouver</i>	<i>\$23,100,000</i>
<i>SE 10th Street</i>	<i>Chkalov to 98th Av</i>	<i>Upgrade to collector arterial</i>	<i>1 lane each direction</i>	<i>2025-2035</i>	<i>Vancouver</i>	<i>\$4,000,000</i>
<i>SE 10th Street</i>	<i>Ellsworth to Chkalov</i>	<i>Upgrade to minor arterial</i>	<i>1 lane each direction</i>	<i>2025-2035</i>	<i>Vancouver</i>	<i>\$4,000,000</i>
<i>SE 188th Ave</i>	<i>E Mill Plain to SE 1st St</i>	<i>New connector access</i>	<i>No street</i>	<i>2025-2035</i>	<i>Vancouver</i>	<i>\$3,000,000</i>
<i>SE 5th Street</i>	<i>SE 120th Ave to SE 121st Ave</i>	<i>New connector access</i>	<i>No street</i>	<i>2025-2035</i>	<i>Vancouver</i>	<i>\$550,000</i>
<i>Section 30: Collector Arterial</i>		<i>New connector access</i>	<i>No street</i>	<i>2025-2035</i>	<i>Vancouver</i>	<i>\$14,400,000</i>
<i>NE 147th Ave</i>	<i>Fourth Plain Blvd to NE 59th St</i>	<i>New connector access</i>	<i>No street</i>	<i>2025-2035</i>	<i>Vancouver</i>	<i>\$7,000,000</i>
<i>Vancouver Waterfront Trail</i>	<i>Lincoln St to Columbia St</i>	<i>Install multi-purpose trail on one side</i>	<i>none</i>	<i>2025-2035</i>	<i>Vancouver</i>	<i>\$15,000,000</i>
<i>SE 120th St</i>	<i>SE 176th Ave</i>	<i>Intersection improvement</i>	<i>Substandard</i>	<i>2025-2035</i>	<i>Vancouver</i>	<i>\$500,000</i>
<i>Hearthwood Blvd</i>	<i>SE 1st St</i>	<i>Intersection improvement</i>	<i>Substandard</i>	<i>2025-2035</i>	<i>Vancouver</i>	<i>\$500,000</i>
<i>NE 104th Avenue</i>	<i>Mill Plain to 14th Ave</i>	<i>Urban upgrade</i>	<i>Substandard</i>	<i>2025-2035</i>	<i>Vancouver</i>	<i>\$2,000,000</i>
<i>NE 104th Avenue</i>	<i>18th Ave to 14th Ave</i>	<i>Urban upgrade</i>	<i>Substandard</i>	<i>2025-2035</i>	<i>Vancouver</i>	<i>\$2,600,000</i>
<i>Lehr Road</i>	<i>34th to UGA</i>	<i>Widen to collector standard with sidewalks</i>	<i>1 lane each direction</i>	<i>2018-2024</i>	<i>Washougal</i>	<i>\$2,711,000</i>
<i>6th Street</i>	<i>C Street to E Street</i>	<i>striping to 3 lanes, plus bike lanes and sidewalk</i>		<i>2011-2017</i>	<i>Washougal</i>	<i>\$2,661,000</i>
<i>A Street/Addy Street Connection</i>	<i>20th to 27th Street</i>	<i>Street connection, traffic calming and bike/ped improvements</i>		<i>2018-2024</i>	<i>Washougal</i>	<i>\$4,494,000</i>
<i>Addy Street</i>	<i>27th to 45th Street</i>	<i>Widen for turn lane, bike lanes and sidewalk</i>		<i>2018-2024</i>	<i>Washougal</i>	<i>\$6,426,000</i>
<i>Ford Street Extension</i>	<i>27th Street to 32nd Street</i>	<i>RoW acquisition, new curb and gutter and sidewalk</i>	<i>Paved/graveled section of road</i>		<i>Washougal</i>	<i>\$6,146,163</i>

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
<i>Crown Rd/283rd Ave</i>	<i>North Z Street to McKeever</i>	<i>Widen to 3 lane arterial (joint with Camas) plus bike lanes and sidewalks</i>	<i>Private Driveo out of City limits</i>	<i>2018- 2024</i>	<i>Washougal Camas</i>	<i>\$4,656,000</i>
<i>Miscellaneous west city collectors</i>				<i>2018-2024</i>	<i>Washougal</i>	<i>\$4,014,000</i>
<i>Stiles Rd/34th Street</i>	<i>32nd Street to SE Lehr Road</i>	<i>Widen to 3 lanes, plus bike lanes and sidewalk and guard rail</i>	<i>1 lane each direction</i>	<i>2018-2024</i>	<i>Washougal</i>	<i>\$6,050,000</i>
<i>Sunset View Road</i>	<i>Evergreen Way to UGA</i>	<i>2 lane collector with shoulders for bike and pedestrians</i>	<i>1 lane each direction</i>	<i>2018-2024</i>	<i>Washougal</i>	<i>\$8,036,000</i>
<i>W Street</i>	<i>32nd to 49th St.</i>	<i>2 lane collector and extension across creek</i>	<i>No street</i>	<i>2018-2024</i>	<i>Washougal</i>	<i>\$11,974,000</i>
<i>F Street</i>	<i>24th Street to 34th Street</i>	<i>Traffic calming/sidewalk and bike ped facilities</i>		<i>2018-2024</i>	<i>Washougal</i>	<i>\$760,000</i>
<i>39th Street</i>	<i>W street to Evergreen Way</i>	<i>bike & ped sidewalks/traffic calming</i>		<i>2025-2030</i>	<i>Washougal</i>	<i>\$2,628,000</i>
<i>34th Street</i>	<i>J Street to Evergreen Way</i>	<i>Ped improvements</i>	<i>nosidewalk</i>	<i>2011-2017</i>	<i>Washougal</i>	<i>\$407,000</i>
<i>Shepherd Road</i>	<i>3rd Avenue to Washougal River Road</i>	<i>bike & ped facilities</i>	<i>partial sidewalk no bike lane</i>	<i>2018-2024</i>	<i>Washougal</i>	<i>\$2,803,000</i>
<i>C Street & Main Street</i>	<i>Washougal River Road to 34th Street</i>	<i>bike lanes & sidewalks</i>	<i>no bike lane partial sidewalk</i>	<i>2025-2030</i>	<i>Washougal</i>	<i>\$2,336,000</i>
<i>C Street</i>	<i>6th Street to Washougal RiverRoad</i>	<i>bike lanes & sidewalks</i>	<i>no bike lane partial sidewalk</i>	<i>2025-2030</i>	<i>Washougal</i>	<i>\$1,868,000</i>
<i>49th Street and J Street</i>	<i>32nd Street to W Street</i>	<i>bike ped sidewalks/traffic calming</i>		<i>2025-2030</i>	<i>Washougal</i>	<i>\$4,279,000</i>
<i>9th Street</i>	<i>Shepherd Road to K Street</i>	<i>Washougal River bike/ped trail and crossing</i>		<i>2031-2035</i>	<i>Washougal</i>	<i>\$1,401,000</i>
<i>North T Street</i>	<i>Crown Road/283rd Avenue to Woodburn Hill</i>	<i>Street conection, bike & ped facilities</i>	<i>private road</i>	<i>2025-2030</i>	<i>Washougal</i>	<i>\$3,737,000</i>

RTP LOCAL PROJECTS to be identified in 2014 RTP: TOTAL (Regional Projects)

\$926,614,527

**PROJECTS DELETED/OMITTED/AMENDED BY JURISDICTION: differences between 2011 MTP and 2014 RTP
(DRAFT; October 17, 2014)**

NOTE: Local Projects descriptions are italicized

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
REGIONAL PROJECTS:						
I-5	North Fork Lewis River Bridge	Replace Bridge Structure	Bridge	2020-2025	WSDOT	\$85,000,000
I-5	179th Street to SR-502	Auxiliary lane in each direction	3 lanes each direction	2016-2025	WSDOT	\$22,000,000
I-5	219th St. to SR-501	NB auxiliary lane along I-5	None		Ridgefield/ WSDOT	\$8,600,000
I-5	SR-501 to 219th St.	SB auxiliary lane along I-5	None		Ridgefield/ WSDOT	\$7,900,000
I-205	Padden Parkway to 134th Street	3 lanes each direction	2 lanes each direction	2016-2025	WSDOT	\$90,000,000
I-205	I-205/SR14 Interchange to Mill Plain	Rebuild Interchange and Construct Braided Ramps	Interchanges	2025-2030	WSDOT	\$140,000,000
I-205	18th St to SR 500	Construct 28th St. Ramps and Connector Roads	Overpass/ Underpass	2016-2025	WSDOT	\$100,000,000
I-205	I-205/SR 500 - Construct WB to SB Flyover Ramp	Construct WB to SB Flyover Ramp	Interchange	2025-2035	WSDOT	\$33,000,000
SR-503	at Padden Parkway	Add Interchange	Intersection	2020-2030	Clark County/ WSDOT	\$32,000,000
SR-503	Padden to SR-502	Add Lanes, 3 lanes each direction	2 lanes each direction	2025-2030	WSDOT	\$132,000,000
SR-503	SR-502 to Gabriel Road	Add Lanes, 2 lanes each direction	1 lane each direction	2020-2030	WSDOT	\$34,000,000
219th Street Park & Ride	I-5 & SR-502	Park & Ride facility at new interchange	N/A	2020-2030	C-TRAN	\$16,200,000
ITS Deployment	System Wide	Deploy ITS Phase 2 and 3, including digital radio system and transit signal priority	Phase 1 complete	Ongoing	C-TRAN	\$10,378,000
119th Street	NW 7th Av to NW 16th Av	1 lane ea. direction, w/turn lane	1 lane each direction	2013-2030	Clark County	\$8,655,000
179th Street	NE 15th to NE 29th Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2017-2035	Clark County	\$25,000,000
179th Street	NE 29th Avenue to NE 72nd Av.	1 lane ea. direction, w/turn lane	1 lane each direction	2017-2035	Clark County	\$37,700,000
179th Street	NE 72nd Avenue to Cramer Road	1 lane ea. direction, w/turn lane	1 lane each direction	2017-2035	Clark County	\$20,358,000
179th Street	Cramer Road to NE 112th Av.	2 lanes ea. direction, w/turn lane	None	2017-2035	Clark County	\$5,881,200
179th Street	Fairgrounds Entrance to NW 11th Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2017-2035	Clark County	\$14,550,000
Highway 99	NE 107nd Street to NE 117th Street	2 lanes ea. direction, w/turn lane	2 lanes each direction	2017 - 2020	Clark County	\$20,730,000
Highway 99	122nd to 129th Street	2 lanes each direction w/ turn lane	2 lanes each direction	2017-2035	Clark County	\$11,310,000
Highway 99	South RR Bridge (Ross Street) to NE 63rd Street	2 lane ea. Direction w/ bike/ped facilities	2 lanes each direction	2017-2035	Clark County	\$5,460,000

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
Highway 99 Amenity Incentives	Various locations			2012-2035	Clark County	\$1,500,000
NE 119th Street	SR-503 to NE 172nd Avenue	1 lane ea. direction, w/turn lane	1 lane each direction	2017-2035	Clark County	\$19,113,000
NE 182nd Avenue	NE 159th to NE 174th St	Turn lanes at intersections	1 lane each direction	2017-2035	Clark County	\$3,016,000
St. John's Blvd.	NE 68th St to NE 50th Av.	2 lanes ea. direction, w/turn lane	1 lane each direction	2017-2035	Clark County	\$16,328,000
Main Street	5th Street to Columbia Way	Re-connect to waterfront S. of rail berm	No street	2016	Vancouver	\$9,000,000
18th Street	97th Avenue to NE 138th Avenue	2 lanes ea. direction, w/turn lane		2020-2030	Vancouver	\$12,000,000
Fourth Plain	I-5 to Railroad Bridge	Corridor improvements with targeted widening for capacity	1 lane each direction with center turn lane	2025-2035	Vancouver	\$15,000,000
Andresen Rd.	MacArthur Blvd Intersection	Intersection operational upgrade	4-way stop control	2017-2025	Vancouver	\$1,000,000
Andresen	Padden Parkway	Add Interchange	Intersection	2017-2035	Clark County	\$52,000,000
LOCAL PROJECTS:						
NE Ward Rd.	NE 172nd Avenue to Davis Rd	1 lane ea. direction, w/turn lane	1 lane each direction	2017-2035	Clark County	\$11,344,000
NE Ward Rd.	NE Davis Rd to NE 182nd Avenue	1 lane ea. direction, w/turn lane	1 lane each direction	2017-2035	Clark County	\$18,850,000
Hazel Dell Av.	99th Street to 114th Street	1 lane ea. direction, w/turn lane	1 lane each direction	2017-2035	Clark County	\$3,000,000
NE 10th Avenue	NE 164th St to Fairgrounds Ent.	1 lane ea. direction, w/turn lane	1 lane each direction	2017-2035	Clark County	\$4,524,000
NE 137th/ 142nd Av	NE 119th St to 173rd Circle	1 lane ea. direction, w/turn lane	None	2017-2035	Clark County	\$33,930,000
NE 152nd Avenue	Ward Road to 99th St	1 lane ea. direction, w/turn lane	1 lane each direction	2017-2035	Clark County	\$11,310,000
NE 15th/20th Avenues	NE 154th to NE 15th Avenue	Street upgrade	1 lane each direction	2017-2035	Clark County	\$8,655,000
NE 199th Street	NE 10th Av. To NE 72nd Av.	1 lane each direction w/ turn lane	1 lane each direction	2017-2035	Clark County	\$31,668,000
NE 29th Avenue	NE 134th to NE 179th St	Complete pedestrian connections	Some sidewalk segments	2017-2035	Clark County	\$4,000,000
NE 50th Avenue	LaLonde to 119th Street	1 lane each direction w/ turn lane	1 lane each direction	2017-2035	Clark County	\$11,762,400
NE 50th Avenue	NE 119th to 179th St	1 lane ea. direction, w/turn lane	1 lane each direction	2017-2035	Clark County	\$33,930,000
NE 88th Street	Hazel Dell Avenue to Highway 99	1 lane ea. direction, w/turn lane; overpass	None	2017-2035	Clark County	\$11,077,000
NE 99th Street	St. Johns Rd. to 72nd Av.	1 lane ea. direction, w/turn lane	None/1 lane	2017-2035	Clark County	\$15,885,000
NE 99th Street	72nd to 94th Av.	1 lane ea. direction, w/turn lane	None/1 lane	2017-2035	Clark County	\$11,210,000
NE 99th Street	NE 137th Av to 172nd	1 lane ea. direction, w/turn lane	1 lane each direction	2017-2035	Clark County	\$19,905,600
NW 11th Ave.	NW 139th Street to 146th Street	1 lane ea. direction, w/turn lane	1 lane each direction	2017-2035	Clark County	\$11,463,300

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost
NW/NE 199th Street	NW 11th Av.to NE 10th Av.	1 lane each direction w/ turn lane	1 lane each direction	2017-2035	Clark County	\$4,400,000
NW 29th Av	NE 239th to NW 3rd St	New urban collector with bike lanes and sidewalks		2011-2015	Battle Ground	\$1,855,000
NW/SW 1st St	Frontages parallel to Main St	1 lane ea. Direction	None	2007-2010	Battle Ground	\$850,000
SW 4th St	S Parkway to west terminus	Widen road lanes, w pedestrian facilities	1 lane each direction	2007-2010	Battle Ground	\$500,000
SW 7th Avenue	Rasmussen to NE 199th St	1 lane ea. direction, w pedestrian facilities	None	2009	Battle Ground	
NW 4th St,	east of NE 12 Ave to SR 503	Construct new urban neighborhood collector with bike lanes and sidewalks	none	2019-2028	Battle Ground	\$440,000
NE 25th Street,	NE 112th Avenue to SR 503	Improve to urban three-lane section with sidewalks and bike lanes	none	2019-2028	Battle Ground	\$887,000
S Parkway Avenue	Eaton Blvd to NE 179th Street	Improve to urban three-lane section with sidewalks and bike lanes	none	2014-2028	Battle Ground	\$2,400,000
SW Rasmussen Blvd	SR 503 to western terminus	Complete project to construct new road, lighting, storm drainage, sidewalks, striping	none	2014-2028	Battle Ground	\$1,357,000
NW 38th Av	Astor to Sierra	1 lane each direction	None	2016-2022	Camas	\$2,713,000
East Fork Bridge		Second bridge crossing	None	2014-2030	La Center/ Clark Co.	\$15,950,000
East Fork Bridge		Second bridge crossing	None	2014-2030	La Center/ Clark Co.	\$15,950,000
Pacific Highway	5th Street	Create downtown couplet.	urban road with sidewalks.	2014-2017	La Center	\$384,300
Pacific Highway	5th Street	Create downtown couplet.	urban road with sidewalks.	2014-2017	La Center	\$384,300
152nd Avenue	SE 1st to NE 7th ST.	Widen to 3 lanes	2 lanes/direction	2017-2035	Vancouver	\$1,000,000
39th Street	Columbia to Main St	Minor Widening	1 lane each direction	2025-2035	Vancouver	\$2,000,000
49th Street	15th Avenue to St James	Reconstruct, widen and upgrade to urban standards	1 lane each direction	2025-2035	Vancouver	\$1,000,000
Ellsworth	SE 10th St to Mill Plain	Upgrade to minor arterial standard	Substandard	2020-2035	Vancouver	\$4,000,000
NE 122nd Avenue	NE 39th Street to NE 49th Street	1 lane ea. direction, w/turn lane (collector standards)	1 lane each direction	2017-2035	Vancouver	\$1,000,000
Railroad Avenue	Columbia to new Lincoln Avenue grade separated facility	New waterfront east/west arterial	No street	2014-2025	Vancouver	\$8,000,000
SE 15th Street	164th to 192nd Ave.	Upgrade to collector arterial		2025-2035	Vancouver	\$3,843,441

PROJECTS DELETED/OMITTED/AMENDED: TOTAL (Regional & Local Projects)

\$1,301,107,541