

Transportation Improvement Program

**Clark County
2015-2018**

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

October 2014





REVISED
STAFF REPORT/RESOLUTION

TO: Southwest Washington Regional Transportation Council Board of Directors
FROM: Matt Ransom, Executive Director *MR*
DATE: September 30, 2014
SUBJECT: 2015-2018 Transportation Improvement Program, Resolution 10-14-18

AT A GLANCE - ACTION

The purpose of this resolution is to seek RTC Board adoption of the 2015-2018 Transportation Improvement Program (TIP) including the selection of additional regional STP and CMAQ projects. The TIP completes the programming of an additional \$9.7 million in regionally allocated federal funds. In total, the 2015-2018 TIP programs approximately \$146 million in transportation improvements.

INTRODUCTION

As the Metropolitan Planning Organization for the Clark County region, RTC is required to develop a financially constrained regional Transportation Improvement Program (TIP). The requirements for the TIP are established in federal surface transportation legislation.

The 2015-2018 Transportation Improvement Program is a four-year program of regionally significant transportation projects and indicates commitment for funding on these projects. Projects programmed in the TIP are drawn either directly from specific project recommendations made in the Metropolitan Transportation Plan or are developed from a more general series of recommendations (e.g. preservation, maintenance, safety, etc.).

The RTC Board has the responsibility for selecting projects for the regionally allocated Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) Program. The regionally selected federal transportation projects are incorporated into the TIP along with other regionally significant projects selected by other agencies. The regionally competitive process includes the following three steps:

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

The RTC Board at their September 2, 2014 meeting completed the first two steps, via their acceptance with the ranking of projects. Adoption of this resolution will complete the final step of project selection and programming. RTAC at their September meeting recommended that the RTC Board of Directors select the additional STP and CMAQ projects and adopt the 2015-2018 Transportation Improvement Program.

Attached to this Resolution is a map that displays the location of additional regionally selected projects and the 2015-2018 TIP Summary that lists all regionally significant projects, by calendar year and project phase. The Full Draft of the 2015-2018 Transportation Improvement Program is provided on line with the RTC Board October 2014 documents and copies will be available at the RTC Board meeting.

REGIONAL PROJECT SELECTION

The regional project selection process is completed by matching the project ranking to the available funding levels by year. All projects programmed in the TIP can proceed when ready, beginning in January 2015. RTC staff is recommending that the following projects be selected for either STP or CMAQ funding awards and programmed in the 2015-2018 TIP:

STP Program

| Program | Jurisdiction | Project Name/Description | Phase | STP |
|------------------|------------------|---|--|------------------------|
| STP TMA | Vancouver | NE 18th Street, Four Seasons to 136th Av. <i>Widen to 5 lanes with bicycle lanes and sidewalks</i> | CN | \$1,000,000 |
| | Clark County | NE 94th Av., Padden to 99th St. <i>Intersection and road improvements (3 lane arterial)</i> | CN | \$1,600,000 |
| | Camas | Brady Rd. NW 16th Av. to 25th Av. <i>Widen to 3 lanes with bicycle lanes, sidewalks, etc.</i> | PE | \$339,000 |
| | Clark County | NE 119th Street, 50th Av. to 72nd Av. <i>Widen to 3 lanes with bicycle lanes, sidewalks, etc.</i> | PE CN | \$675,000 \$500,000 |
| | Battle Ground | SR-502/SR-503 Intersection <i>Improve intersection</i> | PE RW | \$143,900 \$108,100 |
| | RTC | VAST Coordination and Management <i>ITS coordination</i> | PE | \$205,000 |
| | RTC | UPWP and Congestion Management <i>Support work elements of the UPWP and CMP</i> | PE | \$300,000 |
| | STP Rural | Clark County | Carty Road Reconstruction <i>Replace culvert, improve sight distance, and add guardrail</i> | PE CN |
| La Center | | 4th Street and Pacific Highway Roundabout <i>Intersection Improvements</i> | CN | \$692,000 |
| Total STP | | | | \$6,863,000 |

CMAQ Program

| Program | Jurisdiction | Project Name/Description | Phase | CMAQ |
|-------------------|--|--|----------|--------------------|
| CMAQ | WSDOT | Vancouver Urban ITS Device Infill | PE | \$65,600 |
| | | <i>Installation cameras and detection devices</i> | CN | \$651,900 |
| | WSDOT | SR-503, Fourth Plain to Main St. ITS Device Infill | PE | \$32,800 |
| | | <i>ATIS device infill and communications</i> | CN | \$274,700 |
| | Clark County | Signal, Timing, Evaluation, Verification and Enhancement | PE | \$160,000 |
| | | <i>Install ITS devices, collect and analyze data, retime</i> | CN | \$760,000 |
| Washougal | 32nd St. Active Traveler Information Feasibility | CN | \$40,000 | |
| | | <i>Evaluate 32nd St. traveler information sign on SR-14</i> | | |
| C-TRAN | | Open Trip Planner and Alerts System | PE | \$128,000 |
| | | <i>Implement a transit traveler information system</i> | | |
| C-TRAN | | 4-5 Hybrid Buses | CN | \$720,000 |
| | | <i>Diesel/electric hybrid upgrades of buses</i> | | |
| Total CMAQ | | | | \$2,833,000 |

POLICY EXCEPTION

NE 18th Street (Four Seasons to NE 136th Avenue) – Construction Funding Request: Because of its high importance to the regional arterial system (rated as most deficient regional arterial in recent Congestion Management Process), the NE 18th Street project is recommended to receive funding that will exceed the funding limit, as identified in TIP procedures. Endorsement of the proposed grant award and TIP will recognize and advance this exception.

MTIP ADOPTION & FINDINGS

Adoption of the 2015-2018 Transportation Improvement Program (TIP) will include the following actions:

- Programs regionally significant projects totaling approximately \$146 million.
- All projects programmed in the TIP are considered selected projects and can proceed towards implementation.
- The TIP development process meets federal public participation requirements.
- Certification that the RTC planning process is being carried out in accordance with all applicable federal requirements.
- TIP consistency with the Metropolitan Transportation Plan, Congestion Management Process, Clean Air Act as amended, the Air Quality State Implementation Plan, and Conformity Guidelines.

POLICY IMPLICATION

The 2015-2018 Transportation Improvement Program (TIP) is a four year program of regionally significant transportation projects in the Clark County region. The Metropolitan Transportation Plan represents the long-range plan and policies for the development and implementation of the

regional transportation system. Projects programmed in the TIP are consistent with the long-range transportation plan and assist the region in implementing the overall Metropolitan Transportation Plan.

BUDGET IMPLICATION

Projects must be included in the Statewide Transportation Improvement Programs (STIP) as a condition for the receipt of federal transportation funds. Approval of the 2015-2018 TIP will program regional transportation projects totaling approximately \$146 million, which will be programmed in the STIP.


ACTION REQUESTED

Adoption of Resolution 10-14-18, "2015-2018 Transportation Improvement Program."

ADOPTED this 7th day of October 2014,
by the Southwest Washington Regional Transportation Council.

SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL

ATTEST:



Jack Burkman
Chair of the Board



Matt Ransom
Executive Director

Attachment

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



2015-2018 Transportation Improvement Program

Clark County, Washington

Published: October 2014

Southwest Washington Regional Transportation Council

Street Address
**1300 Franklin Street
 Vancouver, WA 98660**

Mailing Address
**P.O. Box 1366
 Vancouver, WA 98666-1366**

Phone: 360-397-6067

Fax: 360-397-6132

<http://www.rtc.wa.gov>

Preparation of this Report was funded by grants from the Washington State Department of Transportation (WSDOT) and local funds from RTC member jurisdictions.

Title VI Compliance

The Southwest Washington Regional Transportation Council (RTC) assures that no person shall, on the grounds of race, color, national origin, or sex as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 (P.L. 100.259), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. RTC further assures that every effort will be made to ensure nondiscrimination in all of its programs and activities, whether or not those programs and activities are federally funded.

Americans with Disabilities Act (ADA) Information



Materials can be provided in alternative formats by contacting the Southwest Washington Regional Transportation Council (RTC) at 360-397-6067 or info@rtc.wa.gov.

Table of Contents

| | |
|--|----------|
| Background | i |
| TIP Adoption Resolution | i |
| Title Page | vii |
| 2015-2018 Transportation Improvement Program | v |
| Table of Contents..... | vii |
| Southwest Washington Regional Transportation Council | x |
| Location of Clark County..... | xi |
| | |
| Chapter 1: Introduction | 1 |
| BACKGROUND AND PURPOSE | 1 |
| TIP DEVELOPMENT | 3 |
| Process..... | 3 |
| Coordination with adjacent MPOs..... | 3 |
| Public Involvement Process | 4 |
| TIP Administration | 5 |
| Transportation Alternatives Program (TAP) Process | 7 |
| MPO CERTIFICATION STATEMENTS | 8 |
| CONSISTENCY WITH REGIONAL TRANSPORTATION PLAN | 9 |
| CONSISTENCY WITH CONGESTION MANAGEMENT PROCESS | 9 |
| DETERMINATION OF CONFORMITY WITH AIR QUALITY STATE IMPLEMENTATION PLAN (SIP) | 10 |
| Introduction | 10 |
| Air Quality Status | 11 |
| Applicable State Implementation Plan | 11 |
| CO Limited Maintenance Plan..... | 12 |
| Consultation Process..... | 12 |
| Air Quality Conformity Methodology and Results | 13 |
| Status of Transportation Control Measures..... | 13 |
| Conformity Determination..... | 13 |

| | |
|---|-----------|
| Chapter 2: Financial Plan and Resources..... | 15 |
| INTRODUCTION..... | 15 |
| Assumptions..... | 15 |
| Operation and Maintenance Cost..... | 16 |
| DESCRIPTION OF REVENUE SOURCES..... | 16 |
| FEDERAL..... | 16 |
| STATE..... | 19 |
| LOCAL..... | 21 |
| PROJECT SELECTION..... | 23 |
| FINANCIAL FEASIBILITY..... | 23 |
| Chapter 3: 2015-2018 Funding Secured Projects..... | 27 |
| INTRODUCTION..... | 27 |
| Program Summary..... | 27 |
| STIP Project Information..... | 27 |
| APPENDICES..... | 73 |
| APPENDIX A: MAJOR PROJECT LIST..... | 75 |
| Introduction..... | 75 |
| APPENDIX B: CMAQ Air Quality Projects..... | 77 |
| Introduction..... | 77 |
| APPENDIX C: Public Comments..... | 79 |
| Introduction..... | 79 |
| APPENDIX D: 2015-2018 TIP Project Analysis..... | 81 |
| Introduction..... | 81 |
| Projects by Type..... | 81 |

List of Figures and Tables

| | |
|--|-----|
| Figure 1: Location of Clark County, Washington..... | xi |
| Figure 2: Transportation Boundaries | xii |
| Figure 3: TIP Development Process | 2 |
| Figure 4: Percentage of Projects by Project Type (Total Projects 37)..... | 82 |
| Figure 5: Percentage of Dollars Programmed by Project Type (Total Programmed \$146 million)..... | 83 |
| Figure 6: Project Location by Project Type | 84 |

List of Tables

| | |
|--|----|
| Table 1: 2015-2018 Financial Feasibility Summary..... | 24 |
| Table 2: 2015 Summary | 28 |
| Table 3: 2016 Summary | 30 |
| Table 4: 2017 Summary | 32 |
| Table 5: 2018 Summary | 34 |
| Table 6: Major Projects from 2014-2017 TIP That Were Implemented (Obligated)..... | 75 |
| Table 7: Major Projects from 2014-2017 TIP That Were Delayed | 76 |
| Table 8: Federally Funded Pedestrian and Bicycle Project from the 2014-2017 TIP That Were Obligated..... | 76 |
| Table 9: CMAQ Air Quality Project Status..... | 77 |
| Table 10: Public Comments | 79 |
| Table 11: Projects by Type..... | 82 |

Southwest Washington Regional Transportation Council

RTC Member Jurisdictions

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

RTC Board of Directors

| | |
|---|---|
| Nancy Baker | Port of Vancouver Commissioner (Port Representative) |
| Edward Barnes | Clark County Commissioner |
| Jack Burkaman (Chair) | Vancouver Council Member |
| Shirley Craddick | Metro Councilor, Portland, Oregon |
| Bill Ganley | Battle Ground City Council Member (Cities North Representative) |
| Jeff Hamm | C-TRAN Ececutive Director/CEO |
| David Madore | Clark County Commissioner |
| Doug McKenzie | Skamania County Commissioner (Skamania Co. Representative) |
| Tom Mielke | Clark County Commissioner |
| David Poucher | White Salmon City Mayor (Klickitat Co. Representative) |
| Larry Smith | Vancouver Council Member |
| Melissa Smith (Vice-Chair) | Camas City Council Member (Cities East Representative) |
| Don Wagner | WSDOT Southwest Region Administrator |
| Rian Windsheimer | Oregon Department of Transportation, Interim Region 1 Manager |
| Senate & House Members (15 Non-Voting) | Washington State Legislative Districts 14, 17, 18, 20, and 49 |
| Matt Ransom (Secretary/Treasurer) | RTC Executive Director |

Regional Transportation Advisory Committee (RTAC)

| | | | |
|----------------------------|-----------------------|---------------------|------------------------|
| Gary Albrecht | Clark County | Bryan Kast | City of Ridgefield |
| Katy Brooks | Port of Vancouver | Colleen Kuhn | Human Services Council |
| Jennifer Campos | City of Vancouver | Jon Makler | ODOT |
| Jim Carothers | City of Camas | Chris Malone | City of Vancouver |
| Rob Charles | City of Washougal | Chris Myers | Metro |
| Mike Clark | WSDOT | Katie Nelson | C-TRAN |
| Mark Herceg | City of Battle Ground | Bill Wright | Clark County |
| Matt Ransom (Chair) | RTC | | |

Location of Clark County

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

Figure 1: Location of Clark County, Washington

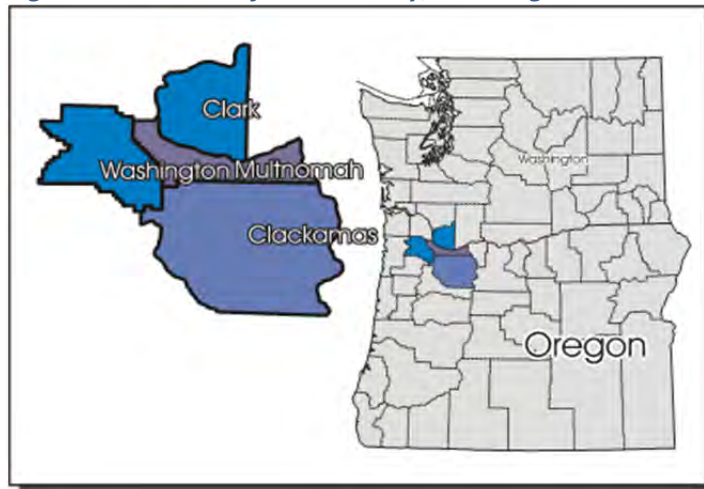
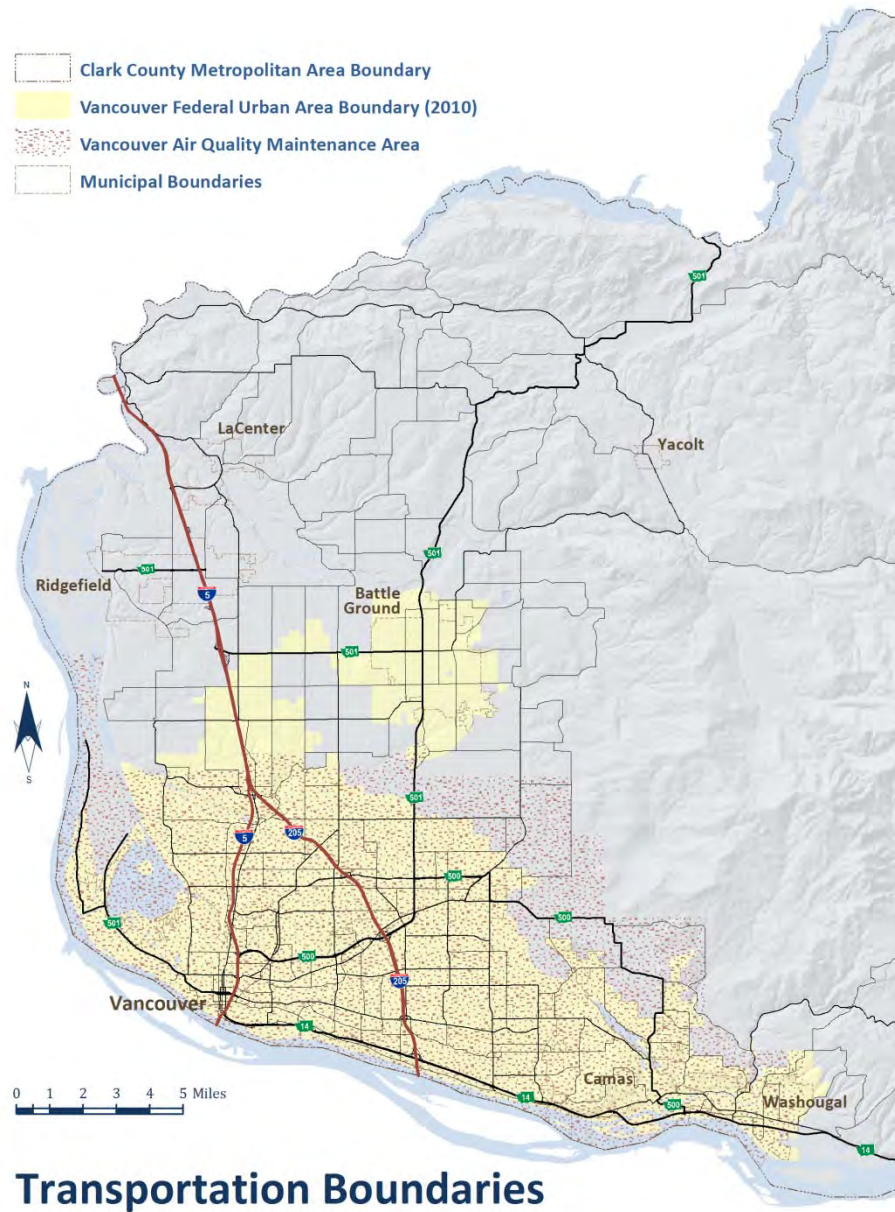


Figure 2: Transportation Boundaries



Chapter 1: Introduction

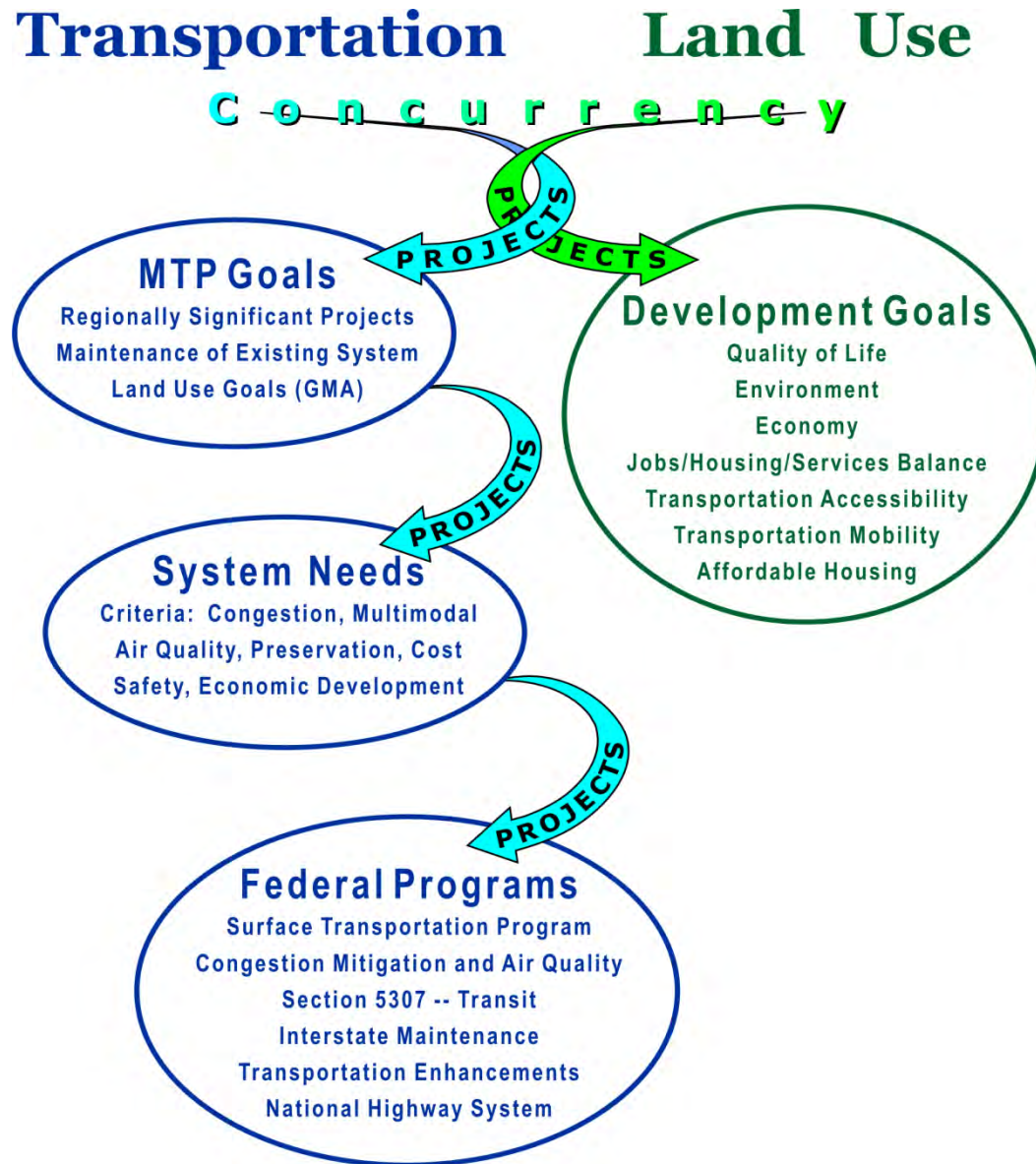


BACKGROUND AND PURPOSE

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

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

Figure 3: TIP Development Process



TIP DEVELOPMENT

Process



The RTC Transportation Improvement Program is a product of the regional transportation planning process, which is conducted cooperatively by RTC, the Washington State Department of Transportation, local general-purpose governments, and C-TRAN.

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

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

Coordination with adjacent MPOs

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



Public Involvement Process

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



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

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

Citizens and appropriate parties were provided a reasonable opportunity to comment on the TIP through a public involvement process. RTC participated in numerous public meetings, open houses, and neighborhood meetings at various times and locations throughout the year. An Open House was held at the Vancouver Library on September 8, 2014, to receive public comment on RTC's plans and programs. A TIP public comment period lasting from August 29, 2014 until October 7, 2014 was provided. The draft TIP document and project information was made available during the public comment period. Notices of the opportunity to comment on the TIP were distributed to the local media, neighborhoods, and other interested parties. News releases and other TIP information were made available on the RTC Website. From June 2014 through October 2014, public discussions of the TIP were held during meetings of the RTC Board of Directors, RTAC (technical committee), and other public outreach efforts. Public comments received during the comment period will be compiled and addressed in the appendices for the metropolitan Transportation Improvement Program.



TIP Administration



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

Updates

Include minor changes which do not require the TIP to be changed prior to project implementation.

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

Process:

- ❖ Local agency notifies RTC staff of change.
- ❖ If considered an Update, RTC staff will work with WSDOT staff to make the appropriate Update to the TIP and STIP.



Administrative Modification

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



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

Process:

- ❖ Local agency submits written request for change to RTC.
- ❖ RTC staff evaluates request for change for financial feasibility, air quality, consistency with RTP, etc.
- ❖ RTC Executive Director approves as an Administrative Modification.
- ❖ RTC staff will work with WSDOT staff to make the appropriate changes to the TIP and STIP.
- ❖ RTAC is notified of all Administrative Modifications to the TIP.
- ❖ All Administrative Modifications will be identified on the RTC TIP Web page.



Amendments

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

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

Process:

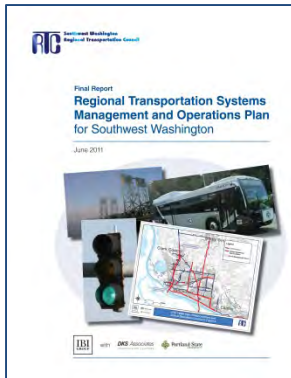
- ❖ Local agency submits written request for amendment to RTC.
- ❖ RTC staff evaluates request for amendment for financial feasibility, air quality, consistency with RTP, etc.
- ❖ The Regional Transportation Advisory Committee reviews request for amendment and makes a recommendation to the RTC Board.
- ❖ The RTC Board takes action on the TIP amendment, following public notice and comment on the amendment.
- ❖ TIP amendment is forwarded to the Washington State Department of Transportation for inclusion in STIP.
- ❖ All TIP Amendments will be identified on the RTC TIP Web page.



Transportation Alternatives Program (TAP) Process

Selection of TAP projects is accomplished through the regional planning process and is generally conducted every other year. The process includes the following steps: 1) Explanation of the process through established regional transportation meetings, 2) Applications received by deadline, 3) Evaluation of projects by the Regional committee, using regional criteria, 4) RTAC recommends a ranked list of projects to RTC Board, and 5) RTC Board approves the ranked list of projects.

MPO CERTIFICATION STATEMENTS



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

In accordance with 23 CFR Part 450, §450.334, the Washington State Department of Transportation (WSDOT) and the Southwest Washington Regional Transportation Council (RTC), Metropolitan Planning Organization (MPO) for the Washington portion of the Portland-Vancouver Metropolitan Planning Area (MPA), hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, 38, and 28 CFR Part 35;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

CONSISTENCY WITH REGIONAL TRANSPORTATION PLAN



The Regional Transportation Plan (RTP) identifies and recommends highway, transit, and other transportation related improvements needed to ensure an adequate level of mobility for Clark County. Projects included in the Transportation Improvement Program (TIP) are drawn either directly from specific recommendations made in the Regional Transportation Plan, or developed from a more general series of recommendations (e.g. preservation and maintenance of transportation facilities, traffic safety improvements, facilities for bicycles and pedestrians, system management, demand management, etc.). The project-sponsoring agencies develop specific project proposals which are consistent with the RTP recommendations.

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

CONSISTENCY WITH CONGESTION MANAGEMENT PROCESS

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

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



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

Introduction

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

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

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

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



Air Quality Status

Under the 1997 8-hour federal Ozone standard, the Vancouver/Portland Air Quality Maintenance Area (AQMA) was designated "attainment" for Ozone and no longer needs to demonstrate conformity for Ozone. Consequently, as of June 15, 2005, regional emissions analyses for ozone precursors in the Plan (RTP) and Program (TIP) are no longer required.

The Vancouver AQMA is currently designated as a CO maintenance area. In January 2007, the Southwest Clean Air Agency submitted a Limited Maintenance Plan (LMP) for CO to the Environmental Protection Agency. Based on the population growth assumptions contained in the Vancouver Limited Maintenance Plan (LMP) and the LMP's technical analysis of emissions from the on-road transportation sector, it was concluded that the area would continue to maintain CO standards. The growth assumptions in the LMP were not exceeded, therefore, regional conformity is presumed and regional emissions analyses and emission budget tests are no longer required.

While areas with approved maintenance plans are not subject to the budget test, they are subject to meeting other transportation conformity requirements of 40 CFR part 93, subpart A, which include timely implementation of SIP transportation control measures, transportation plans and projects that comply with the fiscal constraint requirement, interagency consultation and that conformity determinations should be made at least every four years. Projects are still subject to air quality conformity analysis to ensure they do not cause or contribute to any new localized carbon monoxide violations.



Applicable State Implementation Plan

Implementation plans currently in effect for the Vancouver Air Quality Maintenance Area are the 2007 second 10-Year Maintenance Plan for Carbon Monoxide approved by the EPA (73 FR 36439; June 27, 2008) and the 2006 Ozone Maintenance Plan for Vancouver, Washington. The Ozone plan demonstrates compliance with the 8-hour ozone standard through 2015 and contains an ozone contingency plan to prevent or correct any measured violation of the 8-hour ozone standard. On November 19, 2007, EPA published a Federal Register notice of the adequacy of the CO Maintenance Plan for conformity purposes and was redesignated back to "attainment" for CO.

CO Limited Maintenance Plan



Carbon monoxide emissions forecasts contained in the Limited Maintenance Plan for on-road mobile sources show a continued decline in CO emissions during the Maintenance Plan period. The 2002 base year for the Limited Maintenance Plan shows 383,058 pounds a day for CO on-road mobile sources. The Limited Maintenance Plan forecast CO emissions for 2019, are almost half (52%) of the base.

The mobile source emissions forecasts were derived using the population and employment growth assumptions contained in the adopted Clark County Comprehensive Plan. As described in Chapter 2 of the RTP, the population forecast in the Comprehensive Plan is based on the mid-range of allowable population growth from the Office of Financial Management (OFM) projection. Regional population growth in the long range plan is forecast to increase at an annual average rate of 1.12% to 562,207 in 2035. By comparison, the measured rate of population growth in Clark County was 1.01% per year from 2010 (425,363 population) to 2014 (442,800 population). OFM data will be used to monitor population growth for Clark County and will be compared with the growth rates assumed in the Comprehensive Plan.

The Maintenance Plan calls for the Southwest Clean Air Agency to track countywide mobile emissions through the Ecology emission inventories triennially to verify continued attainment. Transportation analysis and Vehicle Miles Traveled data required to estimate emission inventories will be provided by RTC.

Consultation Process

Federal and state rules and regulations require formal consultation procedures for conducting conformity analysis. RTC regularly coordinates and cooperates with air quality consultation agencies (Washington State Department of Ecology, EPA, FHWA, FTA, WSDOT, and SWCAA) on air quality technical analysis protocol and mobile emissions estimation procedures. The consultation process includes discussion and review of regulatory and technical requirements for plan, program and project conformity. RTC consults with the agencies in the review, update, testing, and use of the Motor Vehicle Emissions Simulator emissions model to ensure accuracy and validity of model inputs for the Clark County region and ensure consistency with state and federal guidance. RTC participates with partner air consultation agencies in an annual air quality conformity review process.



Air Quality Conformity Methodology and Results

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

Status of Transportation Control Measures

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

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

Conformity Determination

The 2015-2018 Transportation Improvement Program (TIP) for Clark County does not contribute to violations of ozone or carbon monoxide emission standards.





Chapter 2: Financial Plan and Resources



INTRODUCTION

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

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

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

Assumptions

Projects programmed in the Transportation Improvement Program (TIP) reflect costs in year of expenditure dollars. The financial plan assumes that 100 percent of federal allocations will be available. For funding sources with a regional allocation (Section 5307, CMAQ, STP) the number of dollars available is based on the previous allocations or estimates produced by the Washington State Department of Transportation. For State or Federal selected funding sources, the regional total is assumed to be equal to the total of projects selected by the Washington State Department of Transportation or by federal agencies.



Operation and Maintenance Cost

Maintenance and preservation costs for state and local agencies have been estimated based on historical data from the WSDOT Finance Division, WSDOT Southwest Region, local agencies, and C-TRAN.

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

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

DESCRIPTION OF REVENUE SOURCES

FEDERAL

The federal gas tax and other transportation fees and taxes are the major federal revenue sources for transportation funding. On July 6, 2012, the President signed into law the Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 provides funding for fiscal years 2013 and 2014. MAP-21 incorporated performance measures to provide a more efficient investment of Federal transportation funds. MAP-21 restructures core transportation programs with programs created, eliminated, or restructured under other programs. This document includes a brief description of MAP-21 programs.

National Highway Performance Program (NHPP): This program provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in the State's asset management plan for the NHS. Under MAP-21 the Nation Highway System is expanded to include all principal arterials.

Surface Transportation Program (STP)

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

- ◆ **STP-Urban Large (STP-UL):** Formula allocation to the Clark County Transportation Management Area based on the population of the Vancouver Urban boundary, which includes the urban area of Vancouver, Battle Ground, Camas, and Washougal. RTC (MPO) selects projects for funding.
- ◆ **STP-Rural (STP-R):** Formula allocation for projects outside the Urban Area boundary. RTC (MPO) selects projects for funding.
- ◆ **STP-State (STP):** Formula allocation to the Washington State Department of Transportation, for use on State highway projects. The State selects projects.

Highway Safety Improvement Program (HSIP)

This program is intended to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The HSIP requires a data-driven, strategic approach to improving highway safety.

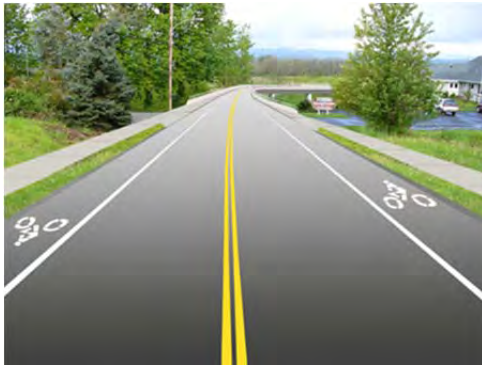
Congestion Mitigation and Air Quality (CMAQ)

This program is continued in MAP-21 to provide a flexible funding source for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for Ozone, carbon monoxide, or particulate matters and for former nonattainment areas that are now in compliance (maintenance areas).



Transportation Alternatives Program (TAP)

MAP-21 established a new program to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The TAP replaces the funding from Recreational Trails, Safe Routes to School, and several other discretionary programs, wrapping them into a single funding source.



Community Development Block Grant (CDBG)

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

FTA Section 5307

This program provides grants to Urbanized Areas (UZA) for public transportation capital, planning, job access and reverses commute projects, as well as operating expenses in certain circumstances. These funds constitute a core investment in the enhancement and revitalization of public transportation systems in the nation's urbanized areas, which depend on public transportation to improve mobility and reduce congestion. Funds are allocated to the region.

FTA Section 5309

Provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. These are discretionary funds.

FTA Section 5310

This program is intended to enhance mobility for seniors and persons with disabilities by providing funds 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.

FTA Section 5337

A new formula-based State of Good Repair program is dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT). These funds reflect a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development.

FTA Section 5339

Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

STATE

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



Washington State Department of Transportation (WSDOT)

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

WSDOT Grant Programs

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

Transportation Improvement Board (TIB) Programs

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

- ◆ **Urban Arterial Program (UAP):** Funding provided to improve safety and mobility along arterial streets in urban areas. The UAP program requires a minimum 20% local match.

- ◆ **Urban Corridor Program (UCP):** Funding provided for arterial street improvements that are coordinated among governmental agencies and support economic development. The UCP program requires a minimum 20% local match.
- ◆ **Sidewalk Program (SP):** Funding provided for pedestrian projects that enhance and promote pedestrian safety and mobility. There is both an urban and small city sidewalk program. The Urban program requires a minimum 20% local match, while the Small City program generally requires a 5% match.
- ◆ **Small City Arterial Program (SCAP):** Funding provided to preserve and improve the arterial roadway system for cities under 5,000 population. A local match of 5% or greater is required; a jurisdiction with a population under 500 needs 0% local match.
- ◆ **Small City Pavement Preservation Program (SCPPP):** Provides funding for rehabilitation and maintenance of the small city roadway system.
- ◆ **Federal Match:** Funding provided to meet the local match of some federally funded projects in small cities (population under 5,000). The program provides match for federal Bridge, TEA-21, and FEMA projects. The match varies by program between 12.5% and 20%. The Transportation Improvement Board funds are made available following approval of federal funds.

County Road Administration Board (CRAB)

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



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

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

Washington State Recreation and Conservation Office (RCO)

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

Community Economic Revitalization Board (CERB)

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

Public Works Trust Fund (PWTF)

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

LOCAL

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



Property Tax

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

Arterial Street Fund (ASF)

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

Transportation Impact Fees (TIF)

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

Road Improvement District (RID)

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

Frontage Improvement Agreements



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

Latecomers Fees

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

Sales and Use Tax

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

RCW 81.104 (High Capacity Transit Legislation)

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

Transit-Fare

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



PROJECT SELECTION

In order to meet the federal requirements, all federal projects programmed in the 2015-2018 Transportation Improvement Program are considered selected projects. However, due to federal fiscal constraints in any one year and a statewide management of funds on a first come basis, implementation of projects in the year programmed cannot be guaranteed.

FINANCIAL FEASIBILITY

Financial feasibility is accomplished by demonstration that adequate resources are available to implement the projects programmed in the TIP. The TIP for Clark County demonstrates that it is a financially realistic program, in that projected revenue by program is adequate to meet the estimated cost of programmed projects for each year. As illustrated on Table 1 on the next page, there is a remaining balance of revenue between years 2015-2018.

Table 1: 2015-2018 Financial Feasibility Summary

10/5/2014

(Cost in Thousands of Dollars)

| Funding Type | Year | Carry-Over Previous Yr. | Allocation | Available Revenue | Program Totals | Remaining Funds |
|-------------------------|-------------|--------------------------------|-------------------|--------------------------|-----------------------|------------------------|
| Section 5307 | 2015 | \$4,741 | \$4,646 | \$9,387 | \$4,741 | \$4,646 |
| | 2016 | \$4,646 | \$4,646 | \$9,292 | \$4,646 | \$4,646 |
| | 2017 | \$4,646 | \$4,646 | \$9,292 | \$4,646 | \$4,646 |
| | 2018 | \$4,646 | \$4,646 | \$9,292 | \$4,646 | \$4,646 |
| Section 5310 | 2019 | \$851 | \$285 | \$1,136 | \$851 | \$285 |
| | 2020 | \$285 | \$285 | \$570 | \$285 | \$285 |
| | 2021 | \$285 | \$285 | \$570 | \$285 | \$285 |
| | 2022 | \$285 | \$285 | \$570 | \$285 | \$285 |
| Section 5337 | 2023 | \$247 | \$80 | \$327 | \$247 | \$80 |
| | 2024 | \$80 | \$80 | \$160 | \$80 | \$80 |
| | 2025 | \$80 | \$80 | \$160 | \$80 | \$80 |
| | 2026 | \$80 | \$80 | \$160 | \$80 | \$80 |
| Section 5339 | 2027 | \$1,656 | \$565 | \$2,221 | \$1,656 | \$565 |
| | 2028 | \$565 | \$565 | \$1,130 | \$565 | \$565 |
| | 2029 | \$565 | \$565 | \$1,130 | \$565 | \$565 |
| | 2030 | \$565 | \$565 | \$1,130 | \$565 | \$565 |
| CMAQ | 2015 | (\$2,500) | \$3,160 | \$660 | \$606 | \$54 |
| | 2016 | \$54 | \$3,160 | \$3,214 | \$1,342 | \$1,873 |
| | 2017 | \$1,873 | \$3,160 | \$5,033 | \$4,671 | \$361 |
| | 2018 | \$361 | \$3,160 | \$3,521 | \$2,407 | \$1,115 |
| STP Regional | 2015 | (\$4,180) | \$5,450 | \$1,270 | \$1,130 | \$140 |
| | 2016 | \$140 | \$5,450 | \$5,590 | \$4,695 | \$895 |
| | 2017 | \$895 | \$5,450 | \$6,345 | \$4,983 | \$1,362 |
| | 2018 | \$1,362 | \$5,450 | \$6,812 | \$4,605 | \$2,207 |

Table 1 Continued: 2015-2018 Financial Feasibility Summary

10/5/2014

(Cost in Thousands of Dollars)

| Funding Type | Year | Carry-Over Previous Yr. | Allocation | Available Revenue | Program Totals | Remaining Funds |
|---|-------------|--------------------------------|-------------------|--------------------------|-----------------------|------------------------|
| TAP | 2015 | \$1 | \$489 | \$489 | \$0 | \$489 |
| | 2016 | \$489 | \$489 | \$978 | \$502 | \$476 |
| | 2017 | \$476 | \$489 | \$965 | \$0 | \$965 |
| | 2018 | \$965 | \$489 | \$1,453 | \$0 | \$1,453 |
| State Selected <i>HSIP, NHPP, STP-State, BR, SRTS</i> | 2015 | \$0 | \$11,980 | \$11,980 | \$11,980 | \$0 |
| | 2016 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | 2017 | \$0 | \$35 | \$35 | \$35 | \$0 |
| | 2018 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Discretionary Demo | 2015 | \$0 | \$750 | \$750 | \$750 | \$0 |
| | 2016 | \$0 | \$37,832 | \$37,832 | \$37,832 | \$0 |
| State/Local | 2015 | \$0 | \$7,560 | \$7,560 | \$7,560 | \$0 |
| | 2016 | \$0 | \$13,247 | \$13,247 | \$13,247 | \$0 |
| | 2017 | \$0 | \$13,605 | \$13,605 | \$13,605 | \$0 |
| | 2018 | \$0 | \$8,046 | \$8,046 | \$8,046 | \$0 |
| Financial Feasibility | | \$816 | \$151,754 | \$152,569 | \$142,219 | \$10,350 |



Chapter 3: 2015-2018 Funding Secured Projects

INTRODUCTION

Chapter III includes the list of all federally funded and regionally significant funded transportation projects within the Clark County, Washington region. Only regionally significant projects that plan to obligate funds within the next four years are included in this chapter. The list of projects included in the Transportation Improvement Program (TIP) often change and the most updated list of projects can be found at <http://webpub1.wsdot.wa.gov/LocalPrograms/Projects/Reports/ProjectSearch.aspx>.

Program Summary

The program of planned projects for 2015 through 2018 is provided on the annual summary sheets beginning on page 21. The annual program summary includes the projects by funding source and project phase. Project phases include Preliminary Engineering (PE), Right-of-Way (RW), and Construction (CN). Project information includes project priority, sponsoring agency, project name, project description, and funding information.

STIP Project Information

State Transportation Improvement Program detailed project pages are included after the Program Summary and begin on page 29. In this section, detailed information is provided on each project individually. This detailed project information includes project title, project description, funding information and other project information. Projects are listed in alphabetical order by agency and project name.

Table 2: 2015 Summary

2015 Summary

9/19/2014

Year of Expenditure Cost in Thousands of Dollars

| Funding Type | Priority | Agency | Project Description | Federal Funds | State Funds | Local Funds | Total Funds |
|--------------------------------------|---|--------------|---|----------------|--------------|----------------|----------------|
| Section 5307 | 1 | C-TRAN | Preventative Maintenance | \$4,600 | | \$1,150 | \$5,750 |
| | 2 | C-TRAN | Associated Transportation Improvements | \$141 | | \$35 | \$176 |
| | Section 5307 Program Totals | | | \$4,741 | \$0 | \$1,185 | \$5,926 |
| Section 5310 | 1 | C-TRAN | ADA Expansion | \$851 | | \$213 | \$1,064 |
| | Section 5310 Program Totals | | | \$851 | \$0 | \$213 | \$1,064 |
| Section 5337 | 1 | C-TRAN | Bus Replacement | \$247 | | \$62 | \$309 |
| | Section 5337 Program Totals | | | \$247 | \$0 | \$62 | \$309 |
| Section 5339 | 1 | C-TRAN | Bus Replacement | \$1,656 | | \$414 | \$2,070 |
| | Section 5339 Program Totals | | | \$1,656 | \$0 | \$414 | \$2,070 |
| CMAQ | 1 | WSDOT | SR-14 Traveler Information, 164th-NW 6th (CN) | \$606 | | \$228 | \$834 |
| | CMAQ Program Totals | | | \$606 | \$0 | \$228 | \$834 |
| STP-Region STP-Urban STP-Rural | 1 | Washougal | Evergreen/32nd St. Intersection (CN) | \$850 | | \$597 | \$1,447 |
| | 2 | RTC | UPWP & CMP Support (PE) | \$250 | | \$39 | \$289 |
| | 1 | Clark County | Carty Road Reconstruction (PE) | \$30 | | \$377 | \$407 |
| | STP (Regional) Program Totals | | | \$1,130 | \$0 | \$1,013 | \$2,143 |
| TAP | Transportation Alternatives Program Totals | | | \$0 | \$0 | \$0 | \$0 |
| Discretionary | 1 | Vancouver | Vancouver Waterfront Trail-TCSP (CN) | \$750 | \$750 | \$0 | \$1,500 |
| | Discretionary Totals | | | \$750 | \$750 | \$0 | \$1,500 |
| HSIP | 1 | Vancouver | Mill Plain Blvd.-104 to NE Chkalov Dr. (RW) | \$500 | | \$0 | \$500 |
| | | | Signal, access, and realignment (CN) | \$1,280 | | \$0 | \$1,280 |
| | HSIP Totals | | | \$1,780 | \$0 | \$0 | \$1,780 |
| STP-State | 1 | WSDOT | SR-501/Gee Creek Br. to S 56th Pl-Paving (CN) | \$1,047 | | \$21 | \$1,068 |
| | 1 | WSDOT | SR-503/4th Plain to 119th St-Median Curb (PE) | \$24 | | \$1 | \$25 |
| | 1 | WSDOT | SR-503/SR-500 Orchards to BG-Grind/Inlay (CN) | \$5,532 | | \$113 | \$5,645 |
| | STP-State Program Totals | | | \$6,603 | \$0 | \$135 | \$6,738 |
| NHPP | 1 | WSDOT | SR-14 Traveler Information, 164th-NW 6th (CN) | \$466 | | \$0 | \$466 |
| | 1 | WSDOT | SR-503/4th Plain to 119th St-Median Curb (CN) | \$245 | | \$5 | \$250 |
| | NHPP Program Totals | | | \$711 | \$0 | \$5 | \$716 |

2015 Summary

9/19/2014

Year of Expenditure Cost in Thousands of Dollars)

| Funding Type | Priority | Agency | Project Description | Federal Funds | State Funds | Local Funds | Total Funds |
|--------------------|-----------------------------------|--------------|------------------------------------|---------------|----------------|-------------|----------------|
| STP-BR | 1 | Clark County | Big Tree Creek Bridge #120 (CN) | \$438 | | \$50 | \$488 |
| | 1 | Clark County | Brush Prairie Bridge (CN) | \$370 | | \$38 | \$407 |
| | 1 | Clark County | Fifth Plain Creek Bridge (CN) | \$1,530 | | \$383 | \$1,913 |
| | 1 | Clark County | Van Atta Bridge (CN) | \$134 | | | \$134 |
| | BR Program Totals | | | | \$2,472 | \$0 | \$471 |
| SRTS | 1 | Washougal | Jemtegaard Trail Improvements (CN) | \$416 | | \$0 | \$416 |
| | SRTS Program Totals | | | | \$416 | \$0 | \$0 |
| State/Local | 1 | Clark County | Big Tree Creek Bridge #120 (RW) | | | \$5 | \$5 |
| | 1 | Clark County | Carty Road Reconstruction (RW) | | | \$85 | \$85 |
| | 1 | Vancouver | Vancouver Waterfront Trail (RW) | | | \$3,000 | \$3,000 |
| | State/Local Program Totals | | | | \$0 | \$0 | \$3,085 |

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

Table 3: 2016 Summary

2016 Summary

9/19/2014

Year of Expenditure Cost in Thousands of Dollars

| Funding Type | Priority | Agency | Project Description | Federal Funds | State Funds | Local Funds | Total Funds | |
|-------------------------|---|--------------------------------------|---|---|----------------|----------------|----------------|----------------|
| Section 5307 | 1 | C-TRAN | Preventative Maintenance | \$4,600 | | \$1,150 | \$5,750 | |
| | 2 | C-TRAN | Associated Transportation Improvements | \$46 | | \$12 | \$58 | |
| | Section 5307 Program Totals | | | \$4,646 | \$0 | \$1,162 | \$5,808 | |
| Section 5310 | 1 | C-TRAN | ADA Expansion | \$285 | | \$71 | \$356 | |
| | Section 5310 Program Totals | | | \$285 | \$0 | \$71 | \$356 | |
| Section 5337 | 1 | C-TRAN | Bus Replacement | \$80 | | \$20 | \$100 | |
| | Section 5337 Program Totals | | | \$80 | \$0 | \$20 | \$100 | |
| Section 5339 | 1 | C-TRAN | Bus Replacement | \$565 | | \$141 | \$706 | |
| | Section 5339 Program Totals | | | \$565 | \$0 | \$141 | \$706 | |
| CMAQ | 1 | Vancouver | Fourth Plain Subarea Sidewalk Infill Project (RW) | \$400 | | \$63 | \$463 | |
| | 2 | Vancouver | Main St.-Columbia St. Traffic Signal Int. (CN) | \$855 | | \$133 | \$988 | |
| | 3 | WSDOT | SR 503 ATIS Infill, 4th Plain to Main St. (PE) | \$87 | | \$14 | \$100 | |
| | CMAQ Program Totals | | | \$1,342 | \$0 | \$210 | \$1,551 | |
| STP-Region STP-Urban | 1 | Vancouver | Mill Plain Blvd.-104th to NE Chkalov Dr. (CN) <i>Signal, access, and realignment</i> | \$2,000 | | \$320 | \$2,320 | |
| | 2 | Camas | NW Brady Road, 16th Av. to 25th Av. (PE) <i>Widen to 3 lanes, sidewalk, and bike lanes</i> | \$339 | | \$261 | \$600 | |
| | 3 | Battle Ground | SR 502/SR 503 Right Turn Lanes (PE) <i>Add dedicated right turn lanes</i> | \$144 | | \$23 | \$166 | |
| | 4 | RTC | UPWP & CMP Support (PE) | \$250 | | \$39 | \$289 | |
| | STP-Rural | 1 | Clark County | Carty Road Reconstruction (CN) | \$1,270 | | \$496 | \$1,766 |
| | | 1 | La Center | 4th St. and Pacific Highway Roundabout (CN) | \$692 | | \$695 | \$1,387 |
| | | STP (Regional) Program Totals | | | \$4,695 | \$0 | \$1,834 | \$6,529 |
| TAP | 1 | Clark County | Salmon Creek Avenue, WSU-PV Park - <i>Path</i> (CN) | \$502 | | \$223 | \$725 | |
| | Transportation Alternatives Program Totals | | | \$502 | \$0 | \$223 | \$725 | |

2016 Summary

9/19/2014

(Year of Expenditure Cost in Thousands of Dollars)

| Funding Type | Priority | Agency | Project Description | Federal Funds | State Funds | Local Funds | Total Funds |
|-----------------------------|-----------------------------------|--------|---|-----------------|----------------|----------------|-----------------|
| Discretionary | 1 | C-TRAN | Fourth Plain Bus Rapid Transit-New Starts (RW) | \$510 | \$50 | \$78 | \$638 |
| | | | Bus Rapid Transit primarily in mixed traffic (CN) | \$37,832 | \$2,650 | \$6,808 | \$47,290 |
| Discretionary Totals | | | | \$38,342 | \$2,700 | \$6,886 | \$47,928 |
| HSIP | HSIP Totals | | | \$0 | \$0 | \$0 | \$0 |
| STP-State | STP-State Program Totals | | | \$0 | \$0 | \$0 | \$0 |
| NHPP | NHS Program Totals | | | \$0 | \$0 | \$0 | \$0 |
| STP-BR | BR Program Totals | | | \$0 | \$0 | \$0 | \$0 |
| SRTS | SRTS Program Totals | | | \$0 | \$0 | \$0 | \$0 |
| State/Local | State/Local Program Totals | | | \$0 | \$0 | \$0 | \$0 |

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

Table 4: 2017 Summary

2017 Summary

9/19/2014

Year of Expenditure Cost in Thousands of Dollars

| Funding Type | Priority | Agency | Project Description | Federal Funds | State Funds | Local Funds | Total Funds |
|-------------------------|--------------------------------------|---------------|--|----------------|----------------|----------------|-----------------|
| Section 5307 | 1 | C-TRAN | Preventative Maintenance | \$4,600 | | \$1,150 | \$5,750 |
| | 2 | C-TRAN | Associated Transportation Improvements | \$46 | | \$12 | \$58 |
| | Section 5307 Program Totals | | | \$4,646 | \$0 | \$1,162 | \$5,808 |
| Section 5310 | 1 | C-TRAN | ADA Expansion | \$285 | | \$71 | \$356 |
| | Section 5310 Program Totals | | | \$285 | \$0 | \$71 | \$356 |
| Section 5337 | 1 | C-TRAN | Bus Replacement | \$80 | | \$20 | \$100 |
| | Section 5337 Program Totals | | | \$80 | \$0 | \$20 | \$100 |
| Section 5339 | 1 | C-TRAN | Bus Replacement | \$565 | | \$141 | \$706 |
| | Section 5339 Program Totals | | | \$565 | \$0 | \$141 | \$706 |
| CMAQ | 1 | Clark County | Orchards Traffic Signal Optimization (CN) | \$3,000 | | \$1,255 | \$4,255 |
| | 2 | Vancouver | Fourth Plain Subarea Sidewalk Infill Project (CN) | \$380 | | \$59 | \$439 |
| | 3 | WSDOT | SR 503 ATIS Infill, 4th Plain to Main St. (CN) | \$865 | | \$135 | \$1,000 |
| | 4 | WSDOT | Vancouver Urban ITS Device Infill (PE) | \$66 | | \$14 | \$80 |
| | 4 | WSDOT | SR-503, Fourth Plain to Main ITS Device Infill (PE) | \$33 | | \$7 | \$40 |
| | 4 | Clark County | Signal Timing, Evaluation, Verification, Enhanc. (PE) | \$160 | | \$40 | \$200 |
| | 4 | Washougal | 32nd Street Active Traveler Information Sign (PE) | \$40 | | \$7 | \$47 |
| | 4 | C-TRAN | Open Trip Planner and Alerts System (All) | \$128 | | \$32 | \$160 |
| | CMAQ Program Totals | | | \$4,671 | \$0 | \$1,550 | \$6,221 |
| STP-Region STP-Urban | 1 | Vancouver | NE 18th Street, Four Seasons to 136th Av. (CN) <i>Widen to 5-lanes, with sidewalk, path, bike lanes</i> | \$2,000 | | \$7,000 | \$9,000 |
| | 2 | Clark County | NE 94th Avenue, Padden Parkway to 99th St. (CN) <i>Intersection and street widening</i> | \$1,800 | \$1,412 | \$2,067 | \$5,279 |
| | 3 | Clark County | NE 119th Street, 50th Av. to 72nd Av. (PE) <i>Widen to 3 lanes, sidewalk, and bike lanes</i> | \$675 | | \$145 | \$820 |
| | 4 | Battle Ground | SR 502/SR 503 Right Turn Lanes (RW) <i>Add dedicated right turn lanes</i> | \$108 | | \$17 | \$125 |
| | 5 | RTC | VAST/TSMO Coordination and Mgt. (PE) | \$150 | | \$23 | \$173 |
| | 5 | RTC | UPWP & CMP Support (PE) | \$250 | | \$39 | \$289 |
| | STP (Regional) Program Totals | | | \$4,983 | \$1,412 | \$9,291 | \$15,686 |

2017 Summary

9/19/2014

Year of Expenditure Cost in Thousands of Dollars)

| Funding Type | Priority | Agency | Project Description | Federal Funds | State Funds | Local Funds | Total Funds |
|---------------------------|---|--------------|--|---------------|-------------|----------------|----------------|
| TAP | Transportation Alternatives Program Totals | | | \$0 | \$0 | \$0 | \$0 |
| Discretionary | Discretionary Totals | | | \$0 | \$0 | \$0 | \$0 |
| HSIP | HSIP Totals | | | \$0 | \$0 | \$0 | \$0 |
| STP-State | STP-State Program Totals | | | \$0 | \$0 | \$0 | \$0 |
| NHPP | NHPP Program Totals | | | \$0 | \$0 | \$0 | \$0 |
| STP-BR | BR Program Totals | | | \$0 | \$0 | \$0 | \$0 |
| SRTS | 1 | Washougal | Jemtegaard Trail Improvements (PE) | \$35 | | \$0 | \$35 |
| | SRTS Program Totals | | | \$35 | \$0 | \$0 | \$35 |
| State/Local | 1 | Port of Van. | Port Connector Bike/Ped Path (CN) | | | \$760 | \$760 |
| | 1 | Camas | NW Brady Road, 16th Av. to 25th Av. (RW) | | | \$800 | \$800 |
| | 1 | Clark County | NE 119th Street, 50th Av. to 72nd Av. (RW) | | | \$1,370 | \$1,370 |
| State/Local Totals | | | | \$0 | \$0 | \$1,370 | \$1,370 |

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

Table 5: 2018 Summary

2018 Summary

9/19/2014

Year of Expenditure Cost in Thousands of Dollars)

| Funding Type | Priority | Agency | Project Description | Federal Funds | State Funds | Local Funds | Total Funds |
|-------------------------|--------------------------------------|--------------|--|----------------|-------------|----------------|-----------------|
| Section 5307 | 1 | C-TRAN | Preventative Maintenance | \$4,600 | | \$1,150 | \$5,750 |
| | 2 | C-TRAN | Associated Transportation Improvements | \$46 | | \$12 | \$58 |
| | Section 5307 Program Totals | | | \$4,646 | \$0 | \$1,162 | \$5,808 |
| Section 5310 | 1 | C-TRAN | ADA Expansion | \$285 | | \$71 | \$356 |
| | Section 5310 Program Totals | | | \$285 | \$0 | \$71 | \$356 |
| Section 5337 | 1 | C-TRAN | Bus Replacement | \$80 | | \$20 | \$100 |
| | Section 5337 Program Totals | | | \$80 | \$0 | \$20 | \$100 |
| Section 5339 | 1 | C-TRAN | Bus Replacement | \$565 | | \$141 | \$706 |
| | Section 5339 Program Totals | | | \$565 | \$0 | \$141 | \$706 |
| CMAQ | 1 | WSDOT | Vancouver Urban ITS Device Infill (CN) | \$652 | | \$143 | \$795 |
| | 1 | WSDOT | SR-503, Fourth Plain to Main ITS Device Infill (CN) | \$275 | | \$60 | \$335 |
| | 1 | Clark County | Signal Timing, Evaluation, Verification, Enhanc. (CN) | \$760 | | \$190 | \$950 |
| | 2 | C-TRAN | Bus Replacement (All) | \$720 | | \$180 | \$900 |
| | CMAQ Program Totals | | | \$2,407 | \$0 | \$573 | \$2,980 |
| STP-Region STP-Urban | 1 | Vancouver | NE 18th Street, Four Seasons to 136th Av. (CN) <i>Widen to 5-lanes, with sidewalk, path, bike lanes</i> | \$2,000 | | | \$2,000 |
| | 2 | Clark County | NE 94th Avenue, Padden Parkway to 99th St. (CN) <i>Intersection and street widening</i> | \$1,600 | | | \$1,600 |
| | 3 | Clark County | NE 119th Street, 50th Av. to 72nd Av. (CN) <i>Widen to 3 lanes, sidewalk, and bike lanes</i> | \$500 | | \$6,000 | \$6,500 |
| | 4 | RTC | VAST/TSMO Coordination and Mgt. (PE) | \$205 | | \$32 | \$237 |
| | 4 | RTC | UPWP & CMP Support (PE) | \$300 | | \$47 | \$347 |
| | STP (Regional) Program Totals | | | \$4,605 | \$0 | \$6,079 | \$10,684 |

2018 Summary

9/19/2014

Year of Expenditure Cost in Thousands of Dollars)

| Funding Type | Priority | Agency | Project Description | Federal Funds | State Funds | Local Funds | Total Funds |
|---------------|----------|--------|--|---------------|-------------|-------------|-------------|
| TAP | | | Transportation Alternatives Program Totals | \$0 | \$0 | \$0 | \$0 |
| Discretionary | | | Discretionary Totals | \$0 | \$0 | \$0 | \$0 |
| HSIP | | | HSIP Totals | \$0 | \$0 | \$0 | \$0 |
| STP-State | | | STP-State Program Totals | \$0 | \$0 | \$0 | \$0 |
| NHPP | | | NHPP Program Totals | \$0 | \$0 | \$0 | \$0 |
| STP-BR | | | BR Program Totals | \$0 | \$0 | \$0 | \$0 |
| SRTS | | | SRTS Program Totals | \$0 | \$0 | \$0 | \$0 |
| State/Local | | | State/Local Program Totals | \$0 | \$0 | \$0 | \$0 |

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



APPENDICES



APPENDIX A: MAJOR PROJECT LIST

Introduction

Federal regulation requires that the status of major projects from the preceding TIP be provided in the current TIP document. Given that the TIP is developed in late summer, an estimate of project development is made based on current plans and status may change before the end of the calendar year. The following provides a summary of estimated project status from the 2014-2017 TIP:

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

Table 6: Major Projects from 2014-2017 TIP That Were Implemented (Obligated)

(Cost in Thousands of Dollars)

| Funding Type | Agency | Project Description | Phase | Federal Funds | State Funds | Local Funds | Total Funds |
|--------------|--------------|---|-------|---------------|-------------|-------------|-------------|
| S. 5307 | C-TRAN | Preventative Maintenance | All | \$3,881 | | \$970 | \$4,851 |
| S. 5307 | C-TRAN | Bus Replacement | All | \$4,720 | | \$1,180 | \$5,900 |
| CMAQ | C-TRAN | Fourth Plain Bus Rapid Transit | PE | \$2,000 | \$300 | \$200 | \$2,500 |
| CMAQ | Clark County | Highway 99 Traffic Responsive Incident Mgt. | PE | \$72 | | \$42 | \$114 |
| CMAQ | WSDOT | SR-503 Traveler Information | CN | \$699 | | \$221 | \$920 |
| CMAQ | WSDOT | I-5/I-205 Bi-state Corridor Travel Time | CN | \$641 | | \$214 | \$855 |
| STP | La Center | 4th Street and Pacific Highway Roundabout | PE | \$138 | | \$22 | \$160 |
| STP | Camas | NW 38th Av/SE 20th St., Phase 2 | CN | \$2,200 | \$1,720 | \$0 | \$3,920 |
| STP | Clark County | NE 119th Street, 72nd Av. to 87th Av. | CN | \$3,500 | | \$11,148 | \$14,648 |
| State | WSDOT | I-5/134th St. Interchange | CN | \$0 | | \$3,400 | \$3,400 |

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

Table 7: Major Projects from 2014-2017 TIP That Were Delayed

(Cost in Thousands of Dollars)

| Funding Type | Agency | Project Description | Phase | Federal Funds | State Funds | Local Funds | Total Funds |
|--------------|--------------|---|-------|---------------|-------------|-------------|-------------|
| HSIP | Vancouver | Mill Plain Blvd.-104th Av. to Chkalov Dr. | RW | \$500 | | \$0 | \$500 |
| NHPP | WSDOT | SR-14 Traveler Information, 164th-NW 6th | CN | \$466 | | \$228 | \$694 |
| STP-BR | Clark County | Big Tree Creek Bridge #120 (CN) | CN | \$438 | | \$0 | \$438 |
| STP-BR | Clark County | Brush Prairie Bridge (CN) | CN | \$370 | | \$0 | \$370 |
| STP-BR | Clark County | Fifth Plain Creek Bridge (CN) | CN | \$1,530 | | \$383 | \$1,913 |
| STP-BR | Clark County | Van Atta Bridge (CN) | CN | \$134 | | \$0 | \$134 |

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

Table 8: Federally Funded Pedestrian and Bicycle Project from the 2014-2017 TIP That Were Obligated

(Cost in Thousands of Dollars)

| Funding Type | Agency | Project Description | Phase | Federal Funds | State Funds | Local Funds | Total Funds |
|--------------|---------------|---------------------------------------|-------|---------------|-------------|-------------|-------------|
| CMAQ | Vancouver | Vancouver Bicycle Mobility Program II | CN | \$61 | | \$9 | \$70 |
| TAP | Camas | NW 18th Av. Bike and Pedestrian Trail | CN | \$200 | | \$51 | \$251 |
| TAP | Clark County | Hazel Dell Area Sidewalk | CN | \$502 | | \$223 | \$725 |
| TAP | Battle Ground | Chelatchie Prairie Rail with Trail | PE | \$50 | | \$50 | \$100 |
| STP | Vancouver | Destination Downtown Program | PE | \$200 | | \$31 | \$231 |
| STP | Camas | NW 38th Av/SE 20th St, Phase 2 | CN | \$2,200 | \$1,720 | \$0 | \$3,920 |
| STP | Clark County | NE 119th Street, 72nd Av. to 87th Av. | CN | \$3,500 | | \$11,148 | \$14,648 |

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

APPENDIX B: CMAQ Air Quality Projects

Introduction

The following list of projects is seeking CMAQ funding within the 2015-2018 Transportation Improvement Program for Clark County. This section identifies the air quality benefits for each project by providing a preliminary quantitative air quality analysis for each project.

Table 9: CMAQ Air Quality Project Status

| Agency | Project Title | Project Description | Air Quality Benefits (kg per day) | | |
|--------------|---|---|-----------------------------------|---------|---------|
| | | | CO | HC | NOx |
| WSDOT | SR 14 Traveler Information, 164th Ave to NW 6th Ave | The project will provide communications link, traffic detection and roadway cameras to provide additional traveler information along the SR-14 corridor. | -6.414 | -0.527 | -1.095 |
| WSDOT | SR 503 ATIS Infill-I/S Bypass; 4th Plain to Main St. and Signal Study | ATIS Infill with VMS's, data stations, cameras and ethernet conversions. In addition, this project will fund an investigation of demand-responsive or adaptive signalized corridor between Fourth Plain Blvd. and NE 119th St. | -5.345 | -0.040 | -0.452 |
| Clark Co. | Orchards Signal Optimization | Modernize, upgrade, and interconnect traffic signals in the Orchards area of Clark County. Includes before and after study. | -38.727 | -3.982 | 9.000 |
| Vancouver | Fourth Plain Subarea Sidewalk Infill Project | Construct sidewalks to improve pedestrian facilities along Neals Lane and Rossiter Lane in the vicinity of Fourth Plain Boulevard. | -1.098 | -0.093 | -0.073 |
| Vancouver | Main St.-Columbia St. Traffic Signal Integration | Install conduits and fiber optic cables, add bike lane facilities, integrate traffic signals, and coordinate signal timing. Includes before and after study. | -41.960 | -4.310 | 9.750 |
| C-TRAN | Hybrid Buses | Fund diesel/electric hybrid upgrades on 4 to 5 new Buses | -1.141 | -0.355 | 1.072 |
| WSDOT | Vancouver ITS Device Infill | This project would finalize the installation of traffic surveillance cameras and traffic detection within the I-5, I-205, and SR-14 corridors. | -10.690 | -0.879 | -1.825 |
| WSDOT | SR-503 , Fourth Plain to SR-502 Device Infill | This project would finalize the communications and ATIS device infill for the SR-503 corridor. | -23.640 | -19.715 | -20.094 |
| Clark County | Signal Time, Evaluation, Verification and Enhancement | Analyze traffic operations using collected data to improve traffic signal timing on Padden Parkway, Highway 99, NE 99th St., 139th St., and Tenny/134th St. corridors. Project includes installation of additional Bluetooth readers and development of standard methodology of | -129.091 | -13.273 | 30.000 |

| | | | | | |
|-----------|---|---|---------|--------|--------|
| | | evaluation. | | | |
| Washougal | 32nd Street Active Traveler Information Feasibility | Evaluate feasibility and potentially design a traveler information sign on SR-14 to notify drivers when the NE 32nd Street railroad crossing is active. | -0.214 | -0.018 | -0.037 |
| C-TRAN | Open Trip Planner and Alerts System | Implement multimodal regional trip planner and mapping system. The project also includes passenger alert information system. | -14.058 | -1.386 | -1.188 |

APPENDIX C: Public Comments

Introduction

Citizens and appropriate parties were provided a reasonable opportunity to comment on the 2015-2018 Transportation Improvement Program (TIP) through a public involvement process. This process includes a minimum of a 30 day public comment period that was held from August 29, 2014 until October 7, 2014. Public comment period concluded with testimony at the October 7, 2014 RTC Board meeting. The draft TIP document and project information was made available during the public comment period. The attached table includes all comments received along with RTC staff responses:

Table 10: Public Comments

| Project | Support Project | Comment | Staff Response |
|----------------------------|-----------------|---|--|
| ITS Projects | Yes | Supports cost effective solutions. | Region is implementing Regional Transportation Systems Management and Operations Plan for Southwest Washington, June 2011. |
| NE 18 th Street | Yes | Concern that improvement will attract more truck traffic and like the addition of regional bike/pedestrian trail. | The road improvement project will improve transportation conditions for all modes including freight and non-motorized modes. |
| Pavement Condition | Yes | Concern about decline in pavement condition. | Agencies program the preservation of the transportation system as a high priority. Preservation projects are implemented when most cost effective. |



APPENDIX D: 2015-2018 TIP Project Analysis

Introduction

Appendix D provides an overview of the projects included in the 2015-2018 TIP including project type, spending by project type, and project locations.

Projects by Type

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

- ◆ **Bicycle & Pedestrian:** This includes standalone projects that primarily encourage walking and bicycling. This can include sidewalks, bicycle lanes, paths, improved pedestrian crossing, etc.
- ◆ **Bridge:** This represents all work that is accomplished on bridges. This can include bridge replacement, repair, and painting.
- ◆ **Planning:** This is about preparing, analyzing, and implementing studies and plans to improve the transport systems.
- ◆ **Preservation:** This represents a proactive approach in maintaining the existing transportation system. This can include pavement overlay, pavement repair, and transit vehicle maintenance.
- ◆ **Road Improvement:** This represents an improvement that enhances a roadway for motor vehicles. This can include road widening, reconstruction, and other geometric improvements.
- ◆ **Transit:** This includes all aspects of the general public transit service which C-TRAN provides within Clark County. This includes both operations and capital projects.
- ◆ **TSMO:** Transportation System Management and Operations are low-cost projects that are implemented to optimize the performance of existing transportation systems. These projects often include technology based improvements such as traffic detection and signal improvements.

Table 11: Projects by Type

| Project Type | Number of Projects | % of Projects | Total Programmed | % of Total Programmed |
|----------------------|--------------------|---------------|----------------------|-----------------------|
| Bicycle & Pedestrian | 5 | 14% | \$7,335,805 | 5% |
| Bridge | 4 | 11% | \$2,947,125 | 2% |
| Planning | 2 | 5% | \$1,624,276 | 1% |
| Preservation | 3 | 8% | \$29,712,780 | 20% |
| Road Improvement | 10 | 27% | \$37,489,800 | 26% |
| Transit | 5 | 14% | \$56,266,761 | 39% |
| TSMO | 8 | 22% | \$10,089,965 | 7% |
| Total | 37 | 100% | \$145,466,512 | 100% |

Figure 4: Percentage of Projects by Project Type (Total Projects 37)

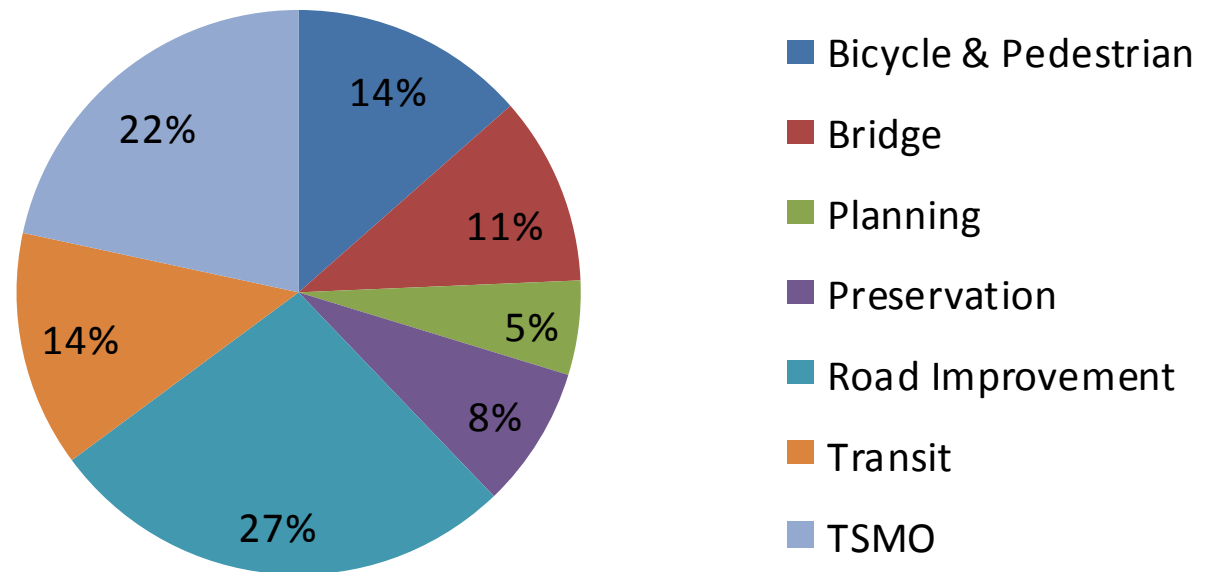
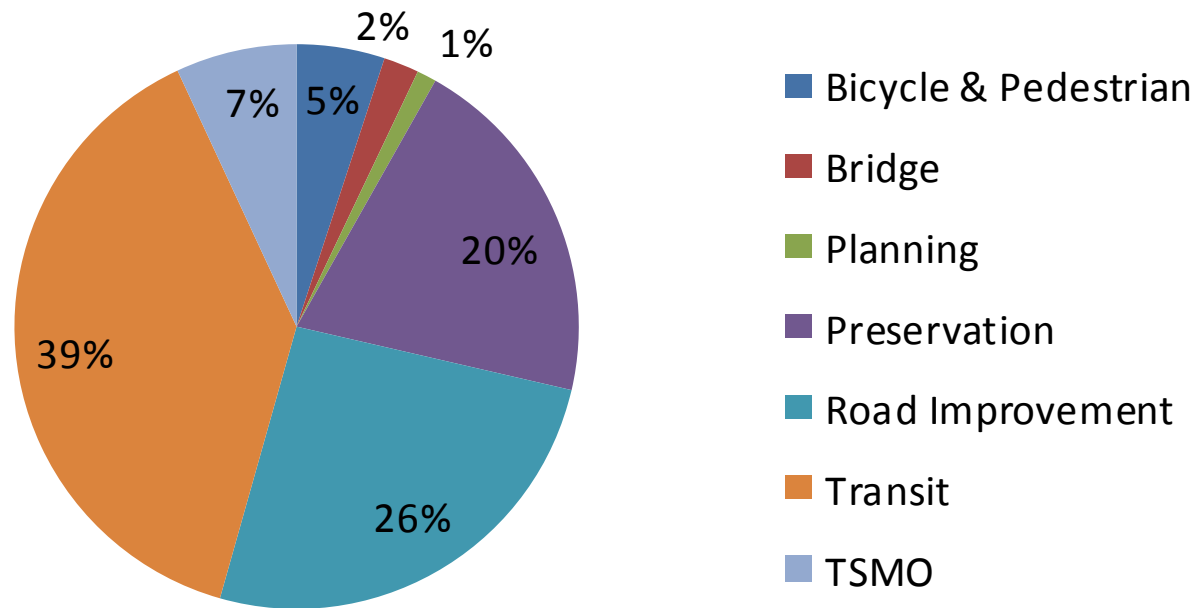


Figure 5: Percentage of Dollars Programmed by Project Type (Total Programmed \$146 million)



2015-2018 TIP Projects

Project Type

- Bicycle & Pedestrian
- Bridge
- Preservation
- Road Improvement
- Transit
- TSMO

