

Transportation Improvement Program

Clark County
2022-2025

DRAFT

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

October 2021



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



2022-2025 Transportation Improvement Program

Clark County, Washington

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Southwest Washington Regional Transportation Council

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Southwest Washington Regional Transportation Council (RTC)

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

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

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

Southwest Washington Regional Transportation Council Membership

RTC Member Jurisdictions

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

RTC Board of Directors

Shirley Craddick	Metro Councilor, Portland, Oregon
Shawn Donaghy (Vice Chair)	C-TRAN Chief Executive Officer
Carley Francis	WSDOT Southwest Regional Administrator
Paul Greenlee	Washougal City Councilmember (Cities East Representative)
David Sauter	Klickitat County Commissioner (Klickitat County Representative)
Scott Hughes (Chair)	Port of Ridgefield Commissioner (Port Representative)
Bill Iyall	Tribal Delegate
Tom Lannen	Skamania County Commissioner (Skamania County Representative)
Temple Lentz	Clark County Councilor
Anne McEnerny-Ogle	Vancouver City Council Member
Gary Medvigy	Clark County Councilor
Ron Onslow	Ridgefield City Councilor (Cities North Representative)
Eileen Quiring O'Brien	Clark County Council Chair
Ty Stober	Vancouver City Council Member
Rian Windsheimer	Oregon Department of Transportation, Region One 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	Jeananne Edwards	Community in Motion
Jennifer Baker	CREDC	Laurie Lebowsky	WSDOT
Jennifer Campos	City of Vancouver	Chris Malone	City of Vancouver
Jim Carothers	City of Camas	Kim Stube	Cowlitz Indian Tribe
Rob Charles	City of Washougal	Scott Turnoy	ODOT
Tony Cooper	City of La Center	Susan Wilson	Clark County
Taylor Eidt	C-TRAN	Vacant	Port of Camas-Washougal
Ryan Jeynes	City of Battle Ground	Vacant	Port of Ridgefield
Jim Hagar	Port of Vancouver	Vacant	Yacolt
Brenda Howell	City of Ridgefield		
Tom Kloster	Metro	Matt Ransom (chair)	RTC

Location of Clark County

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

Figure 1: Location of Clark County, Washington

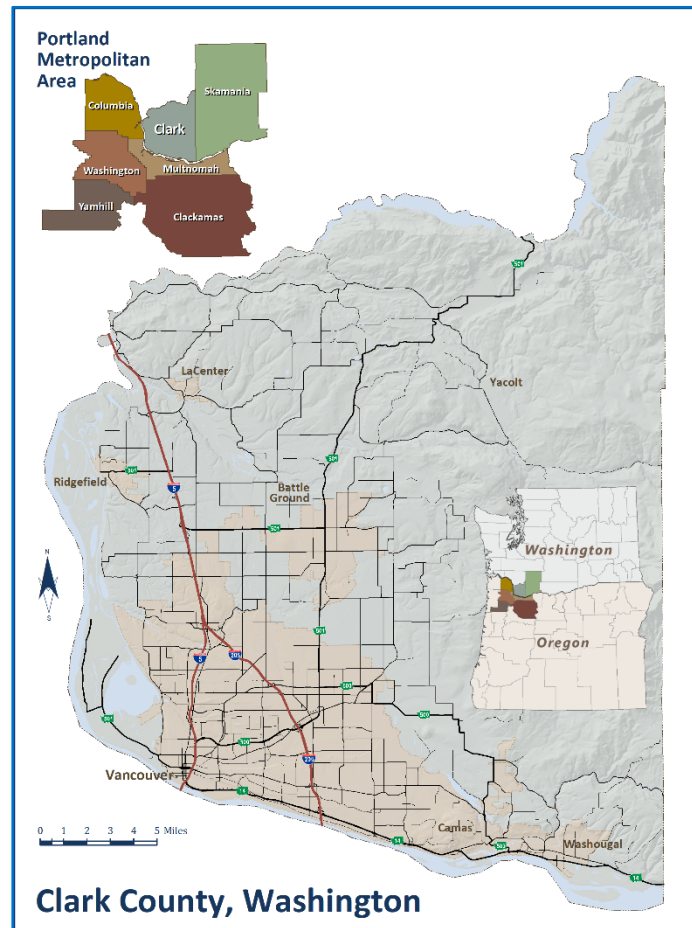
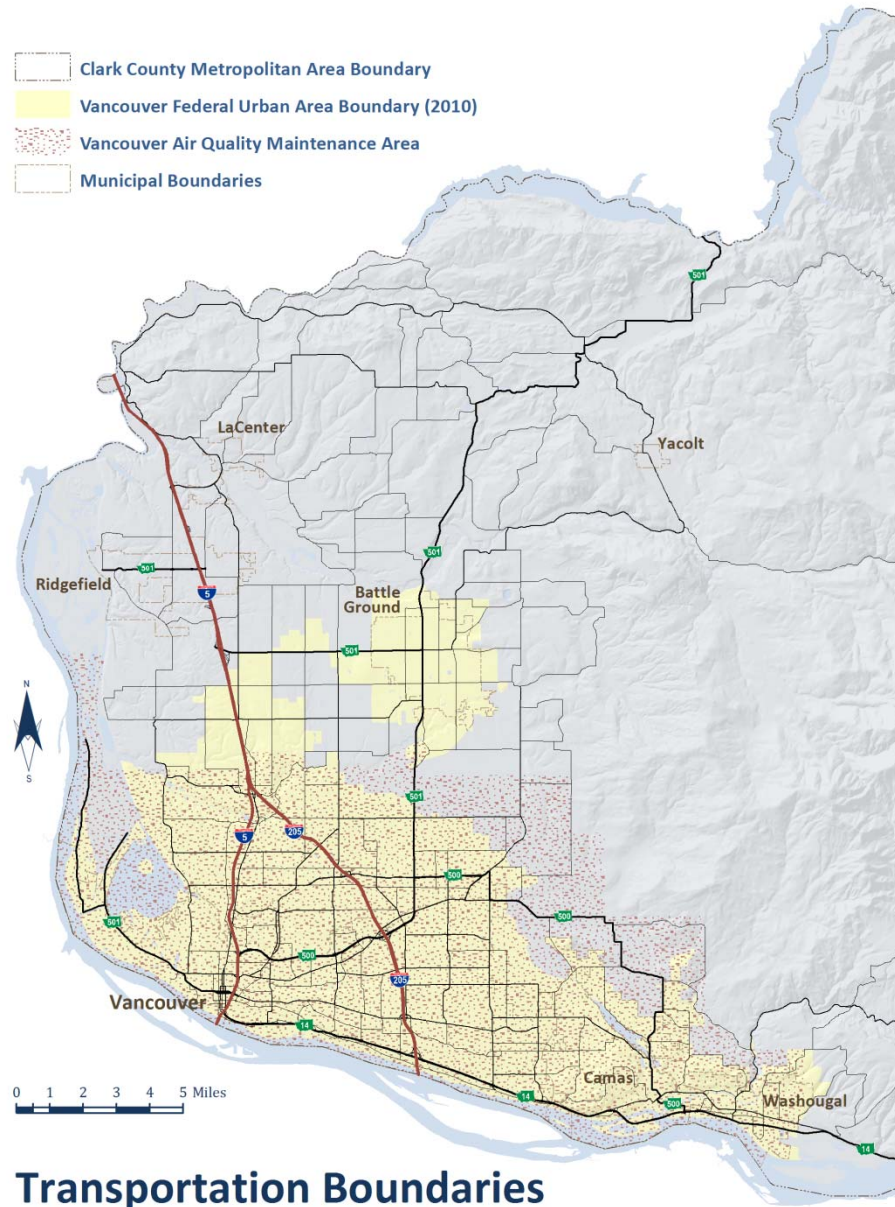


Figure 2: Transportation Boundaries



Transportation Boundaries

Chapter 1: Introduction



BACKGROUND AND PURPOSE

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

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

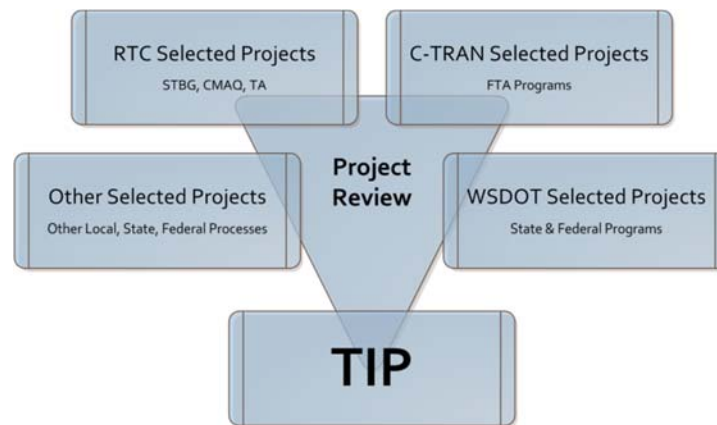
TIP DEVELOPMENT

Process

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

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

Figure 3: TIP Development Process



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

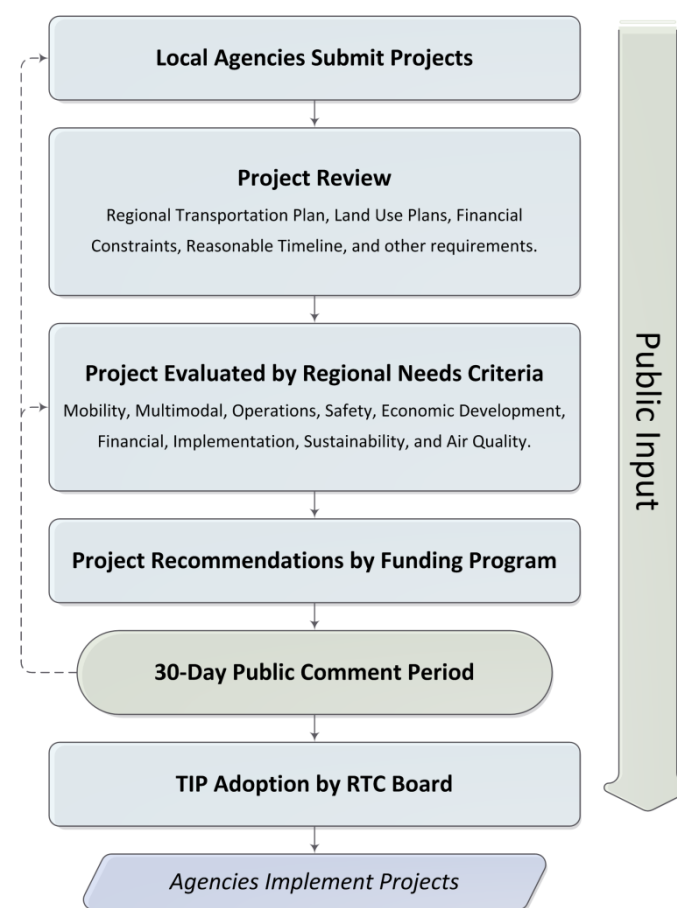
Regional Project Development Process

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

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

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

Figure 4: Regional Project Development Process



Coordination with adjacent MPOs

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



Public Involvement Process

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

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



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

Citizens and appropriate parties were provided a reasonable opportunity to comment on the TIP through a public involvement process. A TIP public comment period lasting from August 31, 2021, until October 5, 2021, was provided. The draft TIP document and project information was made available during the public comment period. A virtual open house was held on September 29, 2021. 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 2021 through October 2021, public discussions of the TIP were held during public meetings of the RTC Board of Directors, RTAC (technical committee), and other public outreach efforts. Public comments received during the comment period will be compiled and addressed in the appendices for the Transportation Improvement Program.

TIP Administration

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

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

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

TIP Administration Process

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

1. Project sponsor submits written request to RTC for change, including submitting a modified State Transportation Improvement Program (STIP) record within the online STIP database. The written request should provide sufficient detail to understand the requested change and reason for the change.
2. RTC staff reviews requests to ensure that all needed information is provided and determines the type of action that is required. The request is also reviewed for financial feasibility, air quality conformity, consistency with the RTP and other state and federal requirements, etc.

3. Administrative Modifications and Amendments are posted on the RTC website: (<http://rtc.wa.gov/programs/tip/amendments>).
4. If request is an Administrative Modification, the RTC Executive Director takes action. If approved, staff will change the regional TIP and submit the change to WSDOT for inclusion in the STIP. RTAC is notified of all Administrative Modifications.
5. If request is an Amendment, RTAC reviews the change and makes a recommendation to the RTC Board. If the RTC Board approves the change, staff will change the regional TIP and submit the change to WSDOT for inclusion in the STIP.
6. Once Administrative Modifications and Amendments are submitted to WSDOT, they are reviewed by WSDOT staff, approved by the Governor's representative, and receive final approval by FHWA and FTA.

Updates

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

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

Administrative Modification

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

- ◆ Revision to lead agency
- ◆ Adding a prior phase of a project not previously authorized



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

Amendments

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

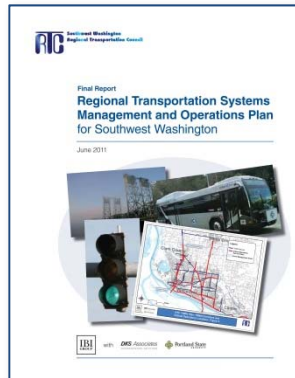
- ◆ Adding a new project, future project phase, or funding amount greater than \$3 million in federal funding
- ◆ Adding a regionally selected project or adding regionally selected federal funds to a project
- ◆ Major scope changes
- ◆ Changes to project's total programming amount that exceeds \$3 million

Transportation Alternatives (TA) Process

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

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

MPO CERTIFICATION STATEMENTS



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

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

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

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 that are consistent with the RTP recommendations.

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

CONGESTION MANAGEMENT PROCESS

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

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

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

ENVIRONMENTAL JUSTICE

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

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

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



RTC's Process for Consideration of Environmental Justice in the TIP

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

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

CONSISTENCY WITH AIR QUALITY STATE IMPLEMENTATION PLAN (SIP)

Introduction

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

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

On March 15, 1991, the U.S. Environmental Protection Agency designated the urban area of the Vancouver portion of the Portland-Vancouver Interstate Air Quality Maintenance Area as a Marginal nonattainment area for the 1-hour ozone (O_3) NAAQS and a Moderate carbon monoxide (CO) nonattainment area. This action was taken in accordance with Section 107 of the Federal Clean Air Act as amended in 1990.

The Southwest Clean Air Agency (SWCAA) developed, as supplements to the State Implementation Plan, two Maintenance Plans: one for Carbon Monoxide (CO) and another for Ozone (O_3). In October 1996 the Carbon Monoxide Maintenance Plan and in April 1997 the Ozone Maintenance Plan were approved by the Environmental Protection Agency (EPA). Mobile source strategies contained in the maintenance plans were endorsed for implementation by the RTC Board of Directors (Resolution 02-96-04).



Air Quality Status

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

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

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



Applicable State Implementation Plan

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

Air Quality Coordination

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

On-Road Emission Reduction Strategies

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



Although not required as Transportation Control Measures, 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, which replaced the 1991 CTR Act. The CTR program calls for reduction of single occupant vehicle travel by major employers in the affected Urban Growth Areas of Clark County. As required by the CTR Efficiency Act, the RTC Board of Directors updated RTC's Regional CTR Plan and local CTR Plans for Vancouver, Camas, Washougal, and unincorporated Clark County in May 2015 (Resolution 05-15-10). Vancouver has also voluntarily implemented a variety of local programs and promotions to encourage commute trip reduction for non-CTR employers.

PERFORMANCE MEASURES

Introduction

Federal 23 USC 150 states that performance management provides a means to the most efficient investment of federal transportation funds by focusing on national transportation goals and improving project decision-making through performance-based planning and programming. Federal 23 USC Part 134 directs metropolitan planning organizations (MPOs) to take a performance-based approach to transportation planning. MPOs are required to establish and reference the performance targets and performance-based plans in their TIPs and Regional Transportation Plans. The framework gives flexibility to RTC to either support WSDOT statewide performance targets or to establish targets for the MPO. In addition, C-TRAN must develop transit performance targets. By supporting WSDOT and C-TRAN targets, RTC is agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant WSDOT and C-TRAN performance targets. RTC Board actions relating to the Performance Measures and Plans are documented at <https://www.rtc.wa.gov/programs/performance/>.

RTC has agreed to support WSDOT and C-TRAN performance targets relating to the following subject areas: safety, pavement & bridge, system performance/congestion, freight movement, transit asset management, and transit safety plan. RTC's region is an air quality attainment area, and Congestion Mitigation and Air Quality program performance measures do not apply.

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

Safety

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

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

Pavement & Bridge

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

Local agencies manage approximately 31% of the non-Interstate National Highway System (NHS) in Washington State. Using the Target Setting Framework, WSDOT worked with Metropolitan Planning Organizations (MPOs) to establish performance measures and communicate its pavement and bridge management practices, as well as what these practices mean in the

context of the National Highway System (NHS). WSDOT has also communicated the annual average state facility needs for pavements and bridges within each MPO boundary. Further supporting asset performance and investments on the NHS, WSDOT Local Programs issued a call for projects specifically focused on asset management practices for pavements on NHS roadways.

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

System Performance (Congestion) & Freight Movement

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

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

One such way WSDOT and its partner MPOs and RTPOs are working to make performance-supporting projects and programs clear to the legislature is through the Plan Alignment Work Group. A major focus of the group is to increase the consistency between regional plans and WSDOT's statewide plans, which includes sharing and collaboratively perfecting the data and information necessary to identify a comprehensive list of financial forecasts, maintenance needs, and project priorities related to the state system within MPOs and RTPOs.

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

To guide freight investments and improve freight system performance in Washington, WSDOT developed the 2017 Washington State Freight Investment Plan by engaging various freight partners and stakeholders, including MPOs and RTPOs. The Freight Investment Plan identified freight priority projects and described how those priorities would be invested and

funded through FFY 2016-2020 National Highway Freight Program (NHFP) funds. Those NHFP investments would be incorporated into STIPs and TIPs contributing to improve statewide freight performance on the National Highway Freight Network. Over the coming years, WSDOT and its partners will further align planning and programming with performance. All are committed to developing practical approaches to work towards our regional and statewide performance targets.

Transit Asset Management

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

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

Transit Safety Plan

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

Effectiveness of the PTASP is determined by monitoring safety measures and attaining safety performance and standards. Performance indicators and safety targets are set to achieve safety objectives. Safety measures include reliability, near-miss events, reportable safety events, reportable injuries, and fatalities.

Chapter 2: Financial Plan and Resources

INTRODUCTION

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

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

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

Assumptions

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

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

Maintenance can cost 4 to 8 times more when deferred.

Operation and Maintenance Cost

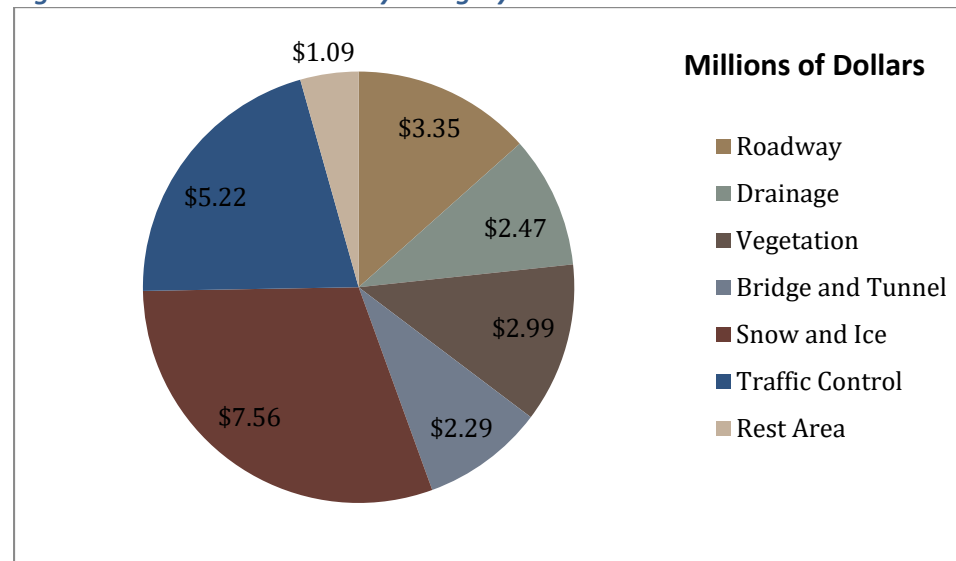
Maintenance and preservation costs for state and local agencies are being estimated based on historical data from the WSDOT Finance Division and the Southwest Region.

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

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

The following chart shows the maintenance costs by category:

Figure 5: Maintenance Costs by Category



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



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

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

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

Table 1: Estimated Preservation and Maintenance Costs

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

Source: WSDOT, C-TRAN

DESCRIPTION OF REVENUE SOURCES

FEDERAL

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

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

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

The RAISE grant is for investments in surface transportation infrastructure and will be awarded on a competitive basis to projects that will create high-quality jobs, improve safety, protect our environment, and generate equitable economic opportunity. RAISE funding can support roads, bridges, transit, rail, ports, or intermodal transportation. The Federal Highway Administration selects projects through a national competitive grant program.

Infrastructure For Rebuilding America (INFRA)

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

National Highway Performance Program (NHPP)

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

Highway Safety Improvement Program (HSIP)

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

National Highway Freight Program (NHFP)

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



Congestion Mitigation and Air Quality (CMAQ)

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

Surface Transportation Block Grant (STBG)

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



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

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

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

Highway Infrastructure Program (HIP)

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

Congressionally Designated Projects

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

FTA Section 5307

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

FTA Section 5309

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

FTA Section 5310

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

FTA Section 5337

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

FTA Section 5339

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



STATE

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

Connecting Washington (CWA)

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

Washington State Department of Transportation (WSDOT)

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

WSDOT Grant Programs

WSDOT administers many transportation-related grants that are available to local agencies. However, most of these programs are dependent on the legislature's 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 3 cents of the statewide gas tax, to cities and urban counties for funding transportation projects. The TIB identifies and funds the highest ranking transportation projects based on criteria established by the Board for each program.

- ◆ **Urban Arterial Program (UAP):** Funding provided to improve safety and mobility along arterial streets in urban areas.

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

County Road Administration Board (CRAB)

The County Road Administration Board (CRAB) was created by the legislature in 1965 to provide statutory oversight of Washington's 39 county road departments. CRAB manages two grant programs to assist counties in meeting their transportation needs.

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

Washington State Recreation and Conservation Office (RCO)

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

LOCAL

Local revenue comes from a variety of sources such as property tax 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). A city also receives 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)

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

Latecomer Fees

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

Sales and Use Tax

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

RCW 81.104 (High Capacity Transit Legislation)

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

Transit-Fare

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



PROJECT SELECTION

Projects programmed in the first two years of the 2022-2025 Transportation Improvement Program (TIP) constitute an “agreed to” list of projects for implementation. However, due to federal fiscal constraints in any one year and a statewide management of funds on a first-come basis, implementation of projects in the year programmed cannot be guaranteed.

FINANCIAL FEASIBILITY

Financial feasibility is accomplished by demonstration that adequate resources are available to implement the projects programmed in the TIP. The TIP for Clark County demonstrates that it is a financially realistic program, in that projected revenue by program is adequate to meet the estimated cost of programmed projects for each year. As illustrated on Table 2, there is a remaining balance of revenue between years 2022-2025.

Table 2: 2022-2025 Financial Feasibility Summary

Funding Type	Year	Carry-Over Previous Yr.	Allocation	Available Revenue	Program Totals	Remaining Funds
Section 5307	2022	\$0	\$5,605	\$5,605	\$5,605	\$0
	2023	\$0	\$5,605	\$5,605	\$5,605	\$0
	2024	\$0	\$5,605	\$5,605	\$5,605	\$0
	2025	\$0	\$5,605	\$5,605	\$5,605	\$0
Section 5310	2022	\$364	\$374	\$738	\$738	\$0
	2023	\$0	\$374	\$374	\$374	\$0
	2024	\$0	\$374	\$374	\$374	\$0
	2025	\$0	\$374	\$374	\$374	\$0
Section 5337	2022	\$0	\$111	\$111	\$111	\$0
	2023	\$0	\$111	\$111	\$111	\$0
	2024	\$0	\$111	\$111	\$111	\$0
	2025	\$0	\$111	\$111	\$111	\$0
Section 5339	2022	\$0	\$645	\$645	\$645	\$0
	2023	\$0	\$645	\$645	\$645	\$0
	2024	\$0	\$645	\$645	\$645	\$0
	2025	\$0	\$645	\$645	\$645	\$0
FTA Discretionary	2022	\$0	\$3,705	\$3,705	\$3,705	\$0

CMAQ	2022	\$1,759	\$2,958	\$4,717	\$4,616	\$101
	2023	\$101	\$2,958	\$3,059	\$3,001	\$58
	2024	\$58	\$2,958	\$3,016	\$2,873	\$144
	2025	\$144	\$2,958	\$3,102	\$2,500	\$602
STBG	2022	(\$2,758)	\$6,645	\$3,887	\$2,925	\$962
	2023	\$962	\$6,645	\$7,607	\$6,461	\$1,145
	2024	\$1,145	\$6,645	\$7,790	\$7,785	\$5
	2025	\$5	\$6,645	\$6,650	\$5,649	\$1,001
CRRSAA	2022	\$0	\$2,188	\$2,188	\$1,623	\$565
	2023	\$565	\$0	\$565	\$565	\$0
TA	2022	\$844	\$605	\$1,449	\$1,445	\$4
	2023	\$4	\$605	\$609	\$600	\$9
	2024	\$9	\$605	\$614	\$250	\$364
	2025	\$364	\$605	\$969	\$0	\$969
HIP	2022	\$0	\$1,211	\$1,211	\$1,211	\$0
	2023	\$0	\$6,048	\$6,048	\$6,048	\$0
	2024	\$0	\$5,830	\$5,830	\$5,830	\$0
	2025	\$0	\$5,926	\$5,926	\$5,926	\$0
HSIP	2022	\$0	\$15,247	\$15,247	\$15,247	\$0
	2023	\$0	\$723	\$723	\$723	\$0
NHFP	2022	\$0	\$3,246	\$3,246	\$3,246	\$0
	2023	\$0	\$420	\$420	\$420	\$0
NHPP	2022	\$0	\$8,313	\$8,313	\$8,313	\$0
	2023	\$0	\$17,980	\$17,980	\$17,980	\$0
	2024	\$0	\$37,086	\$37,086	\$37,086	\$0
	2025	\$0	\$18,745	\$18,745	\$18,745	\$0
SRTS	2022	\$0	\$832	\$832	\$832	\$0
Bridge	2022	\$0	\$2,700	\$2,700	\$2,700	\$0
	2023	\$0	\$3,843	\$3,843	\$3,843	\$0
DEMO	2022	\$0	\$722	\$722	\$722	\$0
State/Local	2022	\$0	\$35,820	\$35,820	\$35,820	\$0
	2023	\$0	\$45,662	\$45,662	\$45,662	\$0
	2024	\$0	\$91,579	\$91,579	\$91,579	\$0
	2025	\$0	\$50,923	\$50,923	\$50,923	\$0
Financial Feasibility		\$210	\$426,522	\$426,731	\$424,159	\$2,572

Chapter 3: 2022-2025 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 changes, and the most updated list of projects can be found at <https://wsdot.wa.gov/LocalPrograms/ProgramMgmt/STIP.htm>.

Projects programmed in the first two years of the 2022-2025 Transportation Improvement Program constitute an “agreed to” list of projects for implementation. The third and fourth years of projects will proceed in future years.

Project Program Summary

The program of planned projects for 2022-2025 is provided on the project programming summary table (Table 3) beginning on page 32. The project program summary table includes a list of programmed projects by agency and shows which year project phases are programmed. Project phases include Preliminary Engineering (PE), Right-of-Way (RW), Construction (CN), and All (All) for projects that don’t fit traditional phasing. The table also includes which performance measures are addressed by each project.

STIP Project Information

State Transportation Improvement Program (STIP) detailed project pages are included after the Program Summary and begin on page 35 (STIP pages 2-84). In this section, detailed information is provided on each project individually. This detailed project information includes project title, project description, funding information, and other project information. Projects are listed in alphabetical order by agency and project name.

Table 3: Project Program Summary

Agency	Project	Description	Perform Measure	2022	2023	2024	2025
Battle Ground	Captain Strong & Chief Umtuch School Zone	Install traffic control/calming devices	S,NS	RW/CN			
	Country Terrace Subdivision Safety	Install traffic control/calming devices	S,NS	RW/CN			
	NW 12th Avenue/NW 1st St. Right turn lane	Add SB right turn lane	S,C	CN			
	NW 15th Av./W Main Street	Widen to 5 lanes, with sidewalks	S,C,F	RW/CN			
	NW 5th Street	Construct Urban neighborhood collector	S,C	RW	CN		
	SE Grace Avenue Phase 2	Align Grace at Main Street	S,P,C,F,NS	PE	RW		
	SR-502/SR-503 Right Turn Lanes	Add dedicated right turn lanes	S,C,F	CN			
SW Eaton Boulevard, SW 20th Av. to SR-503	Construct 3 lanes, w/sidewalks & bike lanes	S,P,C,F,NS	RW			CN	
Camas	NW 38th Av., Parker to Grass Valley Pk	Construct 3 lanes, w/sidewalks & bike lanes	S,P,NS	RW	CN		
Clark County	Day Break Bridge	Scour countermeasures and rehabilitate	B	PE/RW		CN	
	Highway 99 Sidewalk	Sidewalk E. of Hwy 99 and S. of 104th St.	S,NS	PE	RW	CN	
	Matney South Bridge	Scour countermeasures and upgrade	B	PE/RW		CN	
	NE 119th St./NE 152nd Av.	Construct roundabout	S	CN			
	NE 152nd Av, Padden to 99th St.	Improve to 2 lanes, w/sidewalk & bike lanes	S,P,NS	RW		CN	CN
	NE 15th Av., 179th St. to 10th Av.	Construct new minor arterial	S,P,C,F,NS	RW			
	NE 179th St. at 29th and 50th Av.	Construct roundabout	S	RW	PE	CN	CN
	NE 182nd Av/NE Risto Rd	Construct roundabout and overlay	S,P	RW	CN		
	NE 68th St. Sidewalk	Sidewalk one side Hwy 99 to St Johns Rd.	S,NS	CN			
	NE Hazel Dell Avenue Sidewalk	Sidewalk, bike lanes, flashing beacon	S,NS		CN		
	NE St. Johns Road Pavement	Replace concrete slabs	P	PE/RW		CN	
	NW 78th Street Pavement	Pavement repairs	P	PE/RW		CN	
	Orchards Sifton Adaptive	Add adaptive signals	S,C,AQ			PE/CN	
	Salmon Creek/Hazel Dell Adaptive	Add adaptive signals	S,C,AQ	PE	CN		
	STEVE 2	Add ITS devices	S,C,AQ	CN			
	Strengthening Bridge Bundle #1	Fiber reinforced polymer at 6 bridges	B	CN			
	Strengthening Bridge Bundle #2	Bridge strengthening at 3 bridges	B	CN			
System-Wide Signal Enhancement	Clark Co. & WSDOT data dashboard	S,C,AQ	PE				
Whipple, Knapps, Carson Bridge	Strengthen/rehabilitate 3 bridges	B	PE/RW		CN		

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

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

Table 3 Continued: Project Program Summary

Agency	Project	Description	Perform Measure	2022	2023	2024	2025
C-TRAN	ADA Expansion	<i>Provide additional ADA Services</i>	NS	All	All	All	All
	Bus Replacement	<i>Purchase transit buses</i>	T,NS	All	All	All	All
	Highway 99 Bus Rapid Transit	<i>BRT Salmon Creek to Vancouver Waterfront</i>	S,C,AQ,T,NS	PE		RW	CN
	Mill Plain Bus Rapid Transit	<i>BRT East Vancouver to Downtown</i>	S,C,AQ,T,NS	CN			
	Preventative Maintenance	<i>Maintenance of transit assets</i>	T	All	All	All	All
La Center	4th Street Widening, Cedar to Highland Pedestrian Path on Pacific Highway	<i>Widen road and replacing culvert Construct shared use path</i>	S,P,B,NS		RW	CN	
			NS	PE			
Port of Vancouver	Renaissance Trail Segment 4	<i>Construct shared use path</i>	NS	PE			
RTC	Transportation Data Study UPWP and CMP VAST/TSMO	<i>Analyze regional data set Support the elements of UPWP & CMP Coordinate regional ITS/TSMO</i>		PL			
				PL	PL	PL	PL
				PL	PL	PL	PL
Vancouver	Columbia Street Safety and Mobility Project	<i>Improve arterial for all modes</i>	S,P,NS	CN			
	Devine Rd. Bicycle & Pedestrian	<i>Bike and pedestrian improvements</i>	NS	CN			
	Evergreen Trail, Chelsea to Image	<i>Construct paved multimodal path</i>	NS			CN	
	Fourth Plain & Stapleton Intersection	<i>Improve signal operations</i>	S,C	PE/CN			
	Fourth Plain - Ft. Vancouver To Andresen	<i>Paving</i>	P		PE/CN		
	Fourth Plain - Main to Ft. Vancouver	<i>Paving</i>	P		PE/CN		
	Fourth Plain Blvd. Road Diet, F to Ft. Van.	<i>Convert to three lanes with bike lanes</i>	NS	CN			
	Jefferson-Kauffman Realignment	<i>Realign offset intersection, w/bike & ped.</i>	S,NS			CN	
	NE 137th Av., 49th St. to Fourth Plain	<i>Widen to 3 lanes with roundabouts</i>	S,P,C,NS		CN		
	NE 18th St., 97th to 107th Av.	<i>Construct new road with roundabouts & path</i>	S,P,C,F,NS			CN	
NW Neighborhood Connectivity	<i>Sidewalks, path, shared bicycle, crossings</i>	NS		CN			
SE 1st Street, 177th - 192nd Av.	<i>Construct 2-5 lane road, w/bike & sidewalks</i>	S,P,C,F,NS	RW				
WSDOT	21-23 SWR Regionwide Safety-Signing	<i>Replace deteriorating signs</i>	S	PE	CN		
	Asphalt/Chip Seal Preservation-Clark Co.	<i>Resurface roadways</i>	P	PE/CN	PE/CN	PE/CN	PE/CN
	Concrete Roadway Preservation-Clark Co.	<i>Replace broken and cracked concrete panels</i>	P	PE/CN			
	I-205 SB 134th St to Mill Plain Ramp Meters	<i>Install southbound ramp meters</i>	S,C,AQ		CN	CN	

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

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

Table 3 Continued: Project Program Summary

Agency	Project	Description	Perform Measure	2022	2023	2024	2025
WSDOT <i>Continued</i>	I-205/Burton Rd. to Salmon Creek	Joint rehab bridges	B	CN			
	I-5 SB E Fork Lewis River Bridge	Replace expansion joints	B				PE
	I-5/179th Street Interchange	Construct Interchange	S,P,B,C,F		PE		RW
	I-5/E Fork Lewis River Bridge NB	Replace bridge with new structure	S,P	RW/CN	CN	CN	CN
	I-5/I-5 over NE 78th St.	Replace expansion joints	B			PE	CN
	I-5/Interstate Bridge	Electrical control system upgrade	B	PE/CN			
	I-5/Mill Plain Boulevard	Construct interchange improvements	S,P,B,C,F,NS		PE	RW	
	I-5/N Fork Lewis River Bridge SB	Repair bridge	B	PE	CN		
	I-5/N of 63rd St Bridge Vicinity	Drainage improvements	S	CN			
	I-5/NB Fourth Plain On Ramp	Install ramp meter	S,C,F	CN			
	I-5/NB Interstate Bridge	Replace bearing clearances & gear alignment	B	CN			
	I-5/NB Lewis River Bridge	Deck repair and overlay	P,B	CN			
	I-5/Salmon Creek Bridge	Replace expansion joints	B			PE	CN
	I-5/SB E Fork Lewis River Bridge	Paint bridge	B				PE
	I-5/SB Lewis River Bridge	Deck overlay	P,B	CN			
	Southwest WA Regional Signal System	Enhance ATMS capabilities	S,C,AQ	PE	CN		
	SR-14/Camas Slough Bridge	Paint bridge	B			PE	CN
	SR-500/NE 182nd Av. Intersection	Construct roundabout	S	CN			
	SR-500/NE 42nd and 54th Av.	Construct safety improvements	S	RW/CN			
	SR-500/NE Fourth Plain, 162-166 Av.	Construct pedestrian crossing	S,NS	CN			
	SR-500/NE Robinson Rd. and NE 3rd St.	Intersection safety Improvements	S	RW/CN			
	SR-503/NE Rock Creek	Intersection safety Improvements	S	PE	CN		
	SW WA Joint Operation Center	Fund joint operation center for 3 years	S,C,AQ		PE		
	SWR 21-23 Clark Co Shared Signal	Fund shared signal performance measures	S,C,AQ	CN			
	SWR Breakaway Cable-Freeways 21-23	Replace breakaway cable terminals	S	CN			
	SWR Breakaway Cable-Non-Interstate	Replace breakaway cable terminals	S	PE	CN		
	SWR Bridge Preservation 23-25	Strategic bridge preservation	B		CN		
	SWR Strategic Bridge Preservation 25-27	Strategic bridge preservation	B				CN

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

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

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: Battle Ground

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00	000S(575)		BG19-01	38	0.000	CE	Yes	Varies	Varies	116,200	

Captain Strong & Chief Umtuch School Zone Upgrades

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2022		HSIP	2,500		0	600	3,100
CN	2022		HSIP	84,800		0	0	84,800
Project Totals				87,300		0	600	87,900

Expenditure Schedule

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

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: Battle Ground

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00	000S(576)		BG19-02	38	0.000	CE	Yes	Various	Various	139,500	

Country Terrace Subdivision Safety Upgrades

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
RW	2022		HSIP		2,500		0	600	3,100
CN	2022		HSIP		128,600		0	0	128,600
Project Totals					131,100		0	600	131,700

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	3,100	0	0	0	0
CN	128,600	0	0	0	0
Totals	131,700	0	0	0	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: Battle Ground

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

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

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2022			0	CWA	420,000	30,000	450,000
Project Totals				0		420,000	30,000	450,000

Expenditure Schedule

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

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: Battle Ground

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

NW 15th Avenue/W Main Street Intersection Improvements

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
RW	2022			0		CWA	200,000	0	200,000
CN	2022			0		CWA	565,000	0	565,000
Project Totals				0			765,000	0	765,000

Expenditure Schedule

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

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: Battle Ground

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00	CNWA (020)		BG11-08d	01	0.500	CE	Yes	SR 503	N Parkway Avenue	3,000,000	

NW 5th Street

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
RW	2022				0	CWA	300,000	0	300,000
CN	2023				0	CWA	1,998,415	501,585	2,500,000
Project Totals					0		2,298,415	501,585	2,800,000

Expenditure Schedule

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

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: Battle Ground

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04			BG11-07	03	0.400	CE	Yes	E Main Street	SE Rasmussen Boulevard	6,318,267	2102 AdMod

SE Grace Avenue Phase 2 Improvements

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

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Funds				
PE	2022			0		0	327,888	327,888
RW	2023	STP(UL)		400,000		0	1,905,075	2,305,075
Project Totals				400,000		0	2,232,963	2,632,963

Expenditure Schedule

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

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: Battle Ground

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
02	CNWA (010)		BG11-08	03	0.000	CE	Yes	SR 503	SR 503	4,100,000	2103 AdMod

SR 502/SR 503 Right Turn Lanes

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2022		STP(UL)	2,000,000	CWA	1,210,402	0	3,210,402
Project Totals				2,000,000		1,210,402	0	3,210,402

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	3,210,402	0	0	0	0
Totals	3,210,402	0	0	0	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: Battle Ground

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	4460(001)		BG18-01	03	0.660	CE	Yes	east of SR 503	west of SW 20th Avenue	6,637,492	2102 AdMod

SW Eaton Boulevard Improvements

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

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Funds				
RW	2022	CRRSAA(UL)		825,000		0	128,757	953,757
CN	2025	STP(UL)		1,929,000		0	3,154,735	5,083,735
Project Totals				2,754,000		0	3,283,492	6,037,492

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	953,757	0	0	0	0
CN	0	0	0	5,083,735	0
Totals	953,757	0	0	5,083,735	0

Agency Totals for Battle Ground	Federal Funds		State Funds	Local Funds	Total
	Federal	Funds			
		5,372,400	4,693,817	6,049,240	16,115,457

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: C-TRAN

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-02801	23	0.000	CE	No	District Wide	District Wide	2,322,798	

ADA Expansion

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

Funding

Phase	Start Date	Federal Funds		State Funds		Local Funds	Total	
		Federal	Fund Code	State Fund Code	State Funds			
ALL	2022		5310		737,738	0	184,435	922,173
ALL	2023		5310		373,500	0	93,375	466,875
ALL	2024		5310		373,500	0	93,375	466,875
ALL	2025		5310		373,500	0	93,375	466,875
		Project Totals			1,858,238	0	464,560	2,322,798

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	922,173	466,875	466,875	466,875	0
Totals	922,173	466,875	466,875	466,875	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: C-TRAN

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

Bus Replacement

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
ALL	2022		5339	645,000		0	161,250	806,250
ALL	2022		5337	111,000		0	27,750	138,750
ALL	2023		5339	645,000		0	161,250	806,250
ALL	2023		5337	111,000		0	27,750	138,750
ALL	2024		5339	645,000		0	161,250	806,250
ALL	2024		5337	111,000		0	27,750	138,750
ALL	2024		CMAQ	600,000		0	150,000	750,000
ALL	2025		5337	111,000		0	27,750	138,750
ALL	2025		5339	645,000		0	161,250	806,250
Project Totals				3,624,000		0	906,000	4,530,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	945,000	945,000	1,695,000	945,000	0
Totals	945,000	945,000	1,695,000	945,000	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: C-TRAN

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

Highway 99 Bus Rapid Transit

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2022			0		0	5,000,000	5,000,000
RW	2024			0		0	1,000,000	1,000,000
CN	2025		CMAQ	2,500,000		0	39,000,000	41,500,000
Project Totals				2,500,000		0	45,000,000	47,500,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	2,500,000	2,500,000	0	0	0
RW	0	0	1,000,000	0	0
CN	0	0	0	20,000,000	24,000,000
Totals	2,500,000	2,500,000	1,000,000	20,000,000	24,000,000

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: C-TRAN

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03			CTRAN001	23	10.000	DCE	Yes	Downtown Vancouver	East Vancouver	49,856,010	

Mill Plain Bus Rapid Transit

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2022		CMAQ	3,305,000		0	826,178	4,131,178
CN	2022		FTA Discretionary	3,704,781		0	0	3,704,781
Project Totals				7,009,781		0	826,178	7,835,959

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	7,835,959	0	0	0	0
Totals	7,835,959	0	0	0	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: C-TRAN

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-02798	23	0.000	CE	No	District Wide	District Wide	28,025,000	

Preventative Maintenance

For maintenance of transit assets.

Funding

Phase	Start Date	Federal Funds		State Fund Code	State Funds	Local Funds	Total
		Federal	Fund Code				
ALL	2022		5307		0	1,401,250	7,006,250
ALL	2023		5307		0	1,401,250	7,006,250
ALL	2024		5307		0	1,401,250	7,006,250
ALL	2025		5307		0	1,401,250	7,006,250
Project Totals					0	5,605,000	28,025,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	7,006,250	7,006,250	7,006,250	7,006,250	0
Totals	7,006,250	7,006,250	7,006,250	7,006,250	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for C-TRAN	37,412,019	0	52,801,738	90,213,757

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: Camas

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	7031(004)		01-2019	04	0.450	CE	Yes	NW Parker Street	Grass Valley Park	6,830,000	

NW 38th Avenue Improvements Ph 3

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

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
RW	2022	CRRSAA(UL)		477,900		0	335,100	813,000
CN	2023	STP(UL)		1,436,400		0	3,895,540	5,331,940
Project Totals				1,914,300		0	4,230,640	6,144,940

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	813,000	0	0	0	0
CN	0	5,000,000	331,940	0	0
Totals	813,000	5,000,000	331,940	0	0

Federal Funds			State Funds	Local Funds	Total
Agency Totals for Camas			0	4,230,640	6,144,940

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05			WA-13928	47	0.050	DCE	Yes	Bridge # 273	Bridge #273	2,994,000	

Day Break Bridge # 273

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2022		STP(BR)	454,000			0	71,000	525,000
RW	2022			0			0	15,000	15,000
CN	2024		STP(BR)	2,454,000			0	0	2,454,000
Project Totals				2,908,000			0	86,000	2,994,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	175,000	175,000	175,000	0	0
RW	0	5,000	10,000	0	0
CN	0	0	20,000	2,434,000	0
Totals	175,000	180,000	205,000	2,434,000	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03			WA-13929	28	0.120	CE	Yes	Vicinity of NE 102nd Street	Vicinity of NE 104th Street	927,000	

Highway 99 Sidewalk

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2022		TAP(UL)	145,000			0	29,000	174,000
RW	2023			0			0	75,000	75,000
CN	2024			0			0	678,000	678,000
Project Totals				145,000			0	782,000	927,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	100,000	74,000	0	0	0
RW	0	75,000	0	0	0
CN	0	0	678,000	0	0
Totals	100,000	149,000	678,000	0	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
06			WA-13933	47	0.050	DCE	Yes	at Matney Creek	at Matney Creek	1,092,000	

Matney South Bridge # 169

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2022		STP(BR)	389,000			0	61,000	450,000
RW	2022			0			0	15,000	15,000
CN	2024		STP(BR)	627,000			0	0	627,000
Project Totals				1,016,000			0	76,000	1,092,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	150,000	150,000	150,000	0	0
RW	0	5,000	10,000	0	0
CN	0	0	20,000	607,000	0
Totals	150,000	155,000	180,000	607,000	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05	000S(549)		WA-12644	21	0.050	DCE	Yes	NE 119th Street	NE 152nd Avenue	5,042,000	

NE 119th Street/NE 152nd Avenue Intersection

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2022		HSIP	2,460,000			0	1,779,000	4,239,000
Project Totals				2,460,000			0	1,779,000	4,239,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	2,800,000	1,439,000	0	0	0
Totals	2,800,000	1,439,000	0	0	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05	4233(001)		WA-13177	03	0.750	CE	Yes	Padden Parkway	NE 99th Street	8,268,000	

NE 152nd Avenue

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2022			0		0	746,000	746,000
CN	2024		STP(UL)	1,000,000		0	1,927,000	2,927,000
CN	2025		STP(UL)	1,500,000		0	2,250,000	3,750,000
Project Totals				2,500,000		0	4,923,000	7,423,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	746,000	0	0	0	0
CN	0	134,000	4,000,000	2,493,000	50,000
Totals	746,000	134,000	4,000,000	2,493,000	50,000

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	4205(001)		WA-12432	01	0.600	CE	Yes	NE 179th Street	NE 10th Avenue	20,260,000	

NE 15th Avenue

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

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		Local Funds	Total
			State Fund Code	State Funds		
RW	2022			0	0	756,000
Project Totals				0	0	756,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	151,000	227,000	378,000	0	0
Totals	151,000	227,000	378,000	0	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04			WA-13174	03	1.100	DCE	Yes	NE 29th Avenue	NE 50th Avenue	38,223,000	

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

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2023		STP(UL)	500,000			0	1,157,000	1,657,000
RW	2022			0			0	3,722,000	3,722,000
CN	2024		STP(UL)	1,200,000			0	26,768,000	27,968,000
CN	2025		STP(UL)	1,300,000			0	203,000	1,503,000
Project Totals				3,000,000			0	31,850,000	34,850,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	1,000,000	657,000	0	0	0
RW	0	3,722,000	0	0	0
CN	0	0	17,100,000	12,371,000	0
Totals	1,000,000	4,379,000	17,100,000	12,371,000	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	06H1(001)		WA-13178	03	0.880	CE	Yes	Salmon Creek Bridge (MP 7.10)	NE 167th Avenue (MP 7.98)	3,100,000	

NE 182nd Avenue/NE Risto Road

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

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Funds				
RW	2022			0		0	295,000	295,000
CN	2023	STP(R)	300,000		CRAB	1,500,000	655,000	2,455,000
Project Totals			300,000			1,500,000	950,000	2,750,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	295,000	0	0	0	0
CN	0	2,455,000	0	0	0
Totals	295,000	2,455,000	0	0	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05			WA-13229	44	1.320	CE	Yes	Highway 99	NE St. John's Road	6,821,000	

NE 68th Street Sidewalk

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Fund Code	Funds			
CN	2022		TAP(UL)		1,100,000	0	1,624,000	2,724,000
CN	2022		CMAQ		600,000	0	1,400,000	2,000,000
Project Totals					1,700,000	0	3,024,000	4,724,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	4,154,000	570,000	0	0	0
Totals	4,154,000	570,000	0	0	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	4231(006)		WA-12160	28	0.920	CE	Yes	NE 99th Street	NE 117th Street	1,565,000	

NE Hazel Dell Avenue Sidewalk Improvements

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2023		TAP(UL)	600,000	TIB	225,000	475,000	1,300,000
Project Totals				600,000		225,000	475,000	1,300,000

Expenditure Schedule

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

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03			WA-13934	05	0.720	CE	Yes	NE 68th Street	NE 78th Street	3,004,000	

NE St. Johns Road Pavement Improvements

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2022		NHPP	224,000			0	50,000	274,000
RW	2022			0			0	100,000	100,000
CN	2024		NHPP	2,430,000			0	200,000	2,630,000
Project Totals				2,654,000			0	350,000	3,004,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	25,000	249,000	0	0	0
RW	0	50,000	50,000	0	0
CN	0	0	1,975,000	655,000	0
Totals	25,000	299,000	2,025,000	655,000	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03			ClaCo103	05	1.100	CE	Yes	NW Lakeshore Avenue	NE Hazel Dell Avenue	2,794,000	

NW 78th Street

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2022		NHPP	247,000			0	50,000	297,000
RW	2022			0			0	100,000	100,000
CN	2024		NHPP	2,197,000			0	200,000	2,397,000
Project Totals				2,444,000			0	350,000	2,794,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	25,000	272,000	0	0	0
RW	0	50,000	50,000	0	0
CN	0	0	1,800,000	597,000	0
Totals	25,000	322,000	1,850,000	597,000	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: Clark Co.

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

Orchards Sifton Adaptive Signals (OSAS)

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

Funding

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

Expenditure Schedule

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

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: Clark Co.

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

Salmon Creek/Hazel Dell Adaptive Signal Operations

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

Funding

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

Expenditure Schedule

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

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	9906(053)		WA-09366	44	11.250	DCE	No	NE 25th Ave	NE Ward Rd	558,000	

Signal Timing, Evaluation, Verification, Enhancement - Phase 2

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

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Fund Code				
CN	2022	CMAQ		240,000		0	83,000	323,000
Project Totals				240,000		0	83,000	323,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	354,000	0	0	0	0
Totals	354,000	0	0	0	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05	2006(077)		WA-12646	47	0.600	DCE	Yes	Various	Various	1,582,000	

Strengthening Bridge Bundle #1

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

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2022	STP(BR)	992,000			0	0	992,000
Project Totals			992,000			0	0	992,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	917,000	75,000	0	0	0
Totals	917,000	75,000	0	0	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	Z906(003)		WA-12645	47	0.300	DCE	Yes	Various	Various	575,000	

Strengthening Bridge Bundle #2

Bridge strengthening alongside existing girders to increase load capacity at 3 bridges: Gibbons Creek Bridge #6, Matney Bridge #168 and Morgan Bridge #213.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2022		STP(BR)	259,000		0	0	259,000
Project Totals				259,000		0	0	259,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	238,000	21,000	0	0	0
Totals	238,000	21,000	0	0	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: Clark Co.

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

System-Wide Signal Enhancement

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

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Funds				
PE	2022	CMAQ		471,000		0	129,000	600,000
Project Totals				471,000		0	129,000	600,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	500,000	100,000	0	0	0
Totals	500,000	100,000	0	0	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: Clark Co.

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

Whipple, Knapps, Carson Bridge Bundle

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2022		STP(BR)	606,000		0	94,000	700,000
RW	2022			0		0	45,000	45,000
CN	2024		STP(BR)	762,000		0	0	762,000
Project Totals				1,368,000		0	139,000	1,507,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	235,000	235,000	230,000	0	0
RW	0	15,000	30,000	0	0
CN	0	0	20,000	742,000	0
Totals	235,000	250,000	280,000	742,000	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Clark Co.	25,057,000	1,725,000	46,334,000	73,116,000

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: La Center

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

4th Street widening between Cedar Avenue and Highland Avenue

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

Funding

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

Expenditure Schedule

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

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: La Center

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04			WA-13140	28	0.340	CE	No	14th Avenue	City Sidewalk	821,000	

Pedestrian Path on Pacific Highway

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2022		TAP(R)	200,000			0	33,000	233,000
Project Totals				200,000			0	33,000	233,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	233,000	0	0	0	0
Totals	233,000	0	0	0	0

	Federal Funds		State Funds	Local Funds	Total
Agency Totals for La Center	1,245,000		0	13,109,671	14,354,671

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: Port of Vancouver

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

Renaissance Trail Segment 4

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

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2023	CMAQ		140,000		0	140,000	280,000
Project Totals				140,000		0	140,000	280,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	280,000	0	0	0
Totals	0	280,000	0	0	0

Agency Totals for Port of Vancouver	Federal Funds		State Funds	Local Funds	Total
		140,000	0	140,000	280,000

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: RTC

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-13915	18	0.000	CE	No	County Wide	County Wide	115,607	

Transportation Data Study

Conduct a study to analyze priority data set for transportation analysis. Then procure data set.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PL	2022		STP(UL)	100,000			0	15,607	115,607
Project Totals				100,000			0	15,607	115,607

Expenditure Schedule

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

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: RTC

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-08654	18	0.000	CE	No	County Wide	County Wide	2,323,698	

UPWP & CMP Support

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Fund Code	Federal Funds			
PL	2022		STP(UL)		415,000	0	64,769	479,769
PL	2022		STP(R)		60,000	0	9,364	69,364
PL	2023		STP(UL)		440,000	0	68,670	508,670
PL	2023		STP(R)		60,000	0	9,364	69,364
PL	2024		STP(UL)		440,000	0	68,670	508,670
PL	2024		STP(R)		60,000	0	9,364	69,364
PL	2025		STP(UL)		475,000	0	74,133	549,133
PL	2025		STP(R)		60,000	0	9,364	69,364
Project Totals					2,010,000	0	313,698	2,323,698

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PL	549,133	578,034	578,034	618,497	0
Totals	549,133	578,034	578,034	618,497	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: RTC

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-08655	18	0.000	CE	No	County Wide	County Wide	1,728,324	

VAST/TSMO Coordination and Management

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

Funding

Phase	Start Date	Federal Funds		State Fund Code	State Funds	Local Funds	Total	
		Federal	Fund Code					
PL	2022		STP(UL)		350,000	0	54,624	404,624
PL	2023		STP(UL)		375,000	0	58,526	433,526
PL	2024		STP(UL)		385,000	0	60,087	445,087
PL	2025		STP(UL)		385,000	0	60,087	445,087
		Project Totals			1,495,000	0	233,324	1,728,324

Expenditure Schedule

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

Federal Funds		State Funds	Local Funds	Total
Agency Totals for RTC		3,605,000	0	562,629
				4,167,629

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04			WA-13802	21	1.500	CE	No	Mill Plain Blvd.	W 45th St.	3,921,143	

Columbia Street Safety and Mobility Project

Improvements include upgrades for: Lighting, curb ramps, signals, bicycle facilities, signing and striping as well as traffic calming and speed zones.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2022			0	Ped/Bike Program	986,904	2,779,856	3,766,760
Project Totals				0		986,904	2,779,856	3,766,760

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	3,766,760	0	0	0	0
Totals	3,766,760	0	0	0	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
06	PB19(013)		WA-13295	28	0.400	CE	No	Mill Plain Blvd.	18th Street	984,000	

Devine Rd Bicycle & Pedestrian Safety Improvements

Improvements along the corridor are a mix of sidewalk with curb and gutter, pedestrian activated flashing beacons, shared use path, bike lane, and traffic barrier.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2022			0	Ped/Bike Program	419,000	70,000	489,000
CN	2022			0	TIB	400,000	0	400,000
Project Totals				0		819,000	70,000	889,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	889,000	0	0	0	0
Totals	889,000	0	0	0	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05			WA-05816	28	1.100	CE	Yes	SE Chelsea Avenue	SE Image Road	2,676,400	

Evergreen Trail

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

Funding

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

Expenditure Schedule

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

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03			WA-13330	21	0.100	CE	No	Fourth Plain Boulevard	Stapleton Road	133,000	

Fourth Plain & Stapleton Intersection Improvements

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2022		HSIP	18,100			0	2,100	20,200
CN	2022		HSIP	112,800			0	0	112,800
Project Totals				130,900			0	2,100	133,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	20,200	0	0	0	0
CN	112,800	0	0	0	0
Totals	133,000	0	0	0	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03			WA-13923	05	2.400	CE	No	Fort Vancouver Way	Andresen	2,235,000	

Fourth Plain Blvd - Fort Vancouver Way to Andresen

Mill and inlay Fourth Plain from Fort Vancouver Way to Andresen

Funding

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

Expenditure Schedule

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

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03			WA-13924	05	1.200	CE	No	Main Street	Fort Vancouver Way	1,385,000	

Fourth Plain Blvd - Main Street to Fort Vancouver Way

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

Funding

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

Expenditure Schedule

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

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	4280(021)		WA-11902	28	1.000	CE	No	F Street	Fort Vancouver Way	797,500	

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

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2022		HSIP	640,800			0	0	640,800
Project Totals				640,800			0	0	640,800

Expenditure Schedule

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

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: Vancouver

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

Jefferson-Kauffman Realignment Project

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

Funding

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

Expenditure Schedule

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

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: Vancouver

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

NE 137th Ave Corridor Completion

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

Funding

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

Expenditure Schedule

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

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: Vancouver

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

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

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2024		STP(UL)	1,815,000		0	12,174,000	13,989,000
Project Totals				1,815,000		0	12,174,000	13,989,000

Expenditure Schedule

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

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: Vancouver

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

NW Neighborhood Connectivity Improvements

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

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Funds	Local Funds	Total
			Federal	State Fund Code			
CN	2023		0	SRTS	500,000	800,000	1,300,000
Project Totals			0		500,000	800,000	1,300,000

Expenditure Schedule

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

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County: Clark

Agency: Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03			WA-13329	03	0.750	DCE	Yes	177th Avenue	192nd Avenue	14,000,000	

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

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2022			0		0	2,000,000	2,000,000
Project Totals				0		0	2,000,000	2,000,000

Expenditure Schedule

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

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Vancouver	10,728,700	2,305,904	38,620,456	51,655,060

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00		400021S	400021S06	21		CE	No	Various	Various	91,215	

21-23 SWR Regionwide Basic Safety - Signing

Replace existing deteriorating signs. See records for RTC (RTPO), CWCG (MPO), and SWW (RTPO).

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2022		HSIP	11,145			0	465	11,610
CN	2023		HSIP	78,013			0	1,592	79,605
Project Totals				89,158			0	2,057	91,215

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	7,881	3,729	0	0	0
CN	0	49,870	29,735	0	0
Totals	7,881	53,599	29,735	0	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00		BPSWRTC	BPSWRTC06	05		CE	No	Various	Various	69,936,062	

Asphalt/Chip Seal Preservation SW MPO - Clark County

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

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

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Fund Code				
PE	2022	NHPP		4,853		0	41,489	46,342
PE	2023	NHPP		429,479		0	324,567	754,046
PE	2024			0		0	21,850	21,850
PE	2025	NHPP		372,020		0	14,881	386,901
CN	2022	NHPP		50,294		0	4,824,371	4,874,665
CN	2023			0		0	248,512	248,512
CN	2024	NHPP		21,588,119		0	17,687,914	39,276,033
CN	2025			0		0	844,348	844,348
Project Totals				22,444,765		0	24,007,932	46,452,697

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	46,342	754,046	21,850	386,901	0
CN	4,874,665	248,512	39,276,033	844,348	0
Totals	4,921,007	1,002,558	39,297,883	1,231,249	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		WPSWRT C	WPSWRTC06	05		CE	No	Various	Various	2,278,243	

Concrete Roadway Preservation SW MPO - Clark County

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2022		NHPP	196,224			0	7,849	204,073
CN	2022		NHPP	2,033,500			0	40,670	2,074,170
Project Totals				2,229,724			0	48,519	2,278,243

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	204,073	0	0	0	0
CN	2,074,170	0	0	0	0
Totals	2,278,243	0	0	0	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01	2051(287)	420523Q	420523Q06	21	8.590	CE	No	28.00	36.59	4,322,600	

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

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2023		CMAQ	1,800,000			0	637,710	2,437,710
CN	2024		CMAQ	1,022,600			0	362,290	1,384,890
Project Totals				2,822,600			0	1,000,000	3,822,600

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	2,407,348	1,415,252	0	0
Totals	0	2,407,348	1,415,252	0	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		420523B	420523B06	14	6.290	CE	No	29.78	36.07	439,120	

I-205/Burton Rd Bridge to Salmon Creek Bridge - Joint Rehab

Joint Rehab Bridges 205/42E, 205/42W, 205/16E and 205/16W

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Fund Code				
CN	2022	NHPP	280,985			0	5,735	286,720
Project Totals			280,985			0	5,735	286,720

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	228,381	58,339	0	0	0
Totals	228,381	58,339	0	0	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		400527E	400527E06	47	0.160	CE	No	18.21	18.37	659,896	

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

Replace Expansion Joints Bridge 5/36W

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Funds				
PE	2025	NHPP		113,856		0	4,744	118,600
Project Totals				113,856		0	4,744	118,600

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	88,412	30,188
Totals	0	0	0	88,412	30,188

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County:

Agency: WSDOT - SW

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

I-5/179th Street Interchange - Interchange Improvements

Construct Interchange and Roadway Improvements.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2023			0		CWA	5,000,000	0	5,000,000
RW	2025			0		CWA	3,000,000	0	3,000,000
Project Totals				0			8,000,000	0	8,000,000

Expenditure Schedule

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

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01	0051(294)	400512R	400512R06	11	1.800	CE	Yes	17.20	19.00	75,719,142	

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

Funding

Phase	Start Date	Federal Funds		State Funds		Local Funds	Total	
		Federal	Fund Code	State Fund Code	State Funds			
RW	2022		DEMO		82,394	0	1,681	84,075
CN	2022		NHPP		1,770,310	0	36,129	1,806,439
CN	2022		HIP		1,011,387	0	20,641	1,032,028
CN	2022		DEMO		640,104	0	13,063	653,167
CN	2023		NHPP		10,373,612	0	211,704	10,585,316
CN	2023		HIP		5,926,494	0	120,949	6,047,443
CN	2024		HIP		5,829,952	0	118,979	5,948,931
CN	2024		NHPP		10,204,628	0	208,258	10,412,886
CN	2025		NHPP		10,373,614	0	211,706	10,585,320
CN	2025		HIP		5,926,495	0	120,949	6,047,444
		Project Totals			52,138,990	0	1,064,059	53,203,049

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	84,075	0	0	0	0
CN	3,491,634	16,632,759	16,361,817	16,632,764	18,481,026
Totals	3,575,709	16,632,759	16,361,817	16,632,764	18,481,026

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		400523A	400523A06	47	0.110	CE	No	4.35	4.46	1,193,630	

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

Replace Expansion Joints.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2024		NHPP	145,420			0	6,060	151,480
CN	2025		NHPP	1,021,307			0	20,843	1,042,150
Project Totals				1,166,727			0	26,903	1,193,630

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	123,905	27,575	0
CN	0	0	0	1,012,169	29,981
Totals	0	0	123,905	1,039,744	29,981

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		400517V	400517V06	47	0.270	CE	No	0.00	0.27	500,880	

I-5/Interstate Bridge - Electrical Control System Upgrade

Upgrade electrical control system. ODOT-lead project.

Funding

Phase	Start Date	Federal Funds		State Funds		Local Funds	Total
		Federal	Fund Code	State Fund Code	State Funds		
PE	2022				0	40,880	40,880
CN	2022				0	460,000	460,000
Project Totals					0	500,880	500,880

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	40,880	0	0	0	0
CN	449,345	10,655	0	0	0
Totals	490,225	10,655	0	0	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		400526A	400526A06	04	0.670	EA	Yes	000.87	001.54	97,700,000	

I-5/Mill Plain Blvd - Reconstruct Interchange

Construct interchange improvements.

Funding

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

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	946,065	3,176,896	3,563,483	1,613,556
RW	0	0	1,400,636	4,213,109	1,186,255
Totals	0	946,065	4,577,532	7,776,592	2,799,811

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01	0051(312)	400520B	400520B06	14	0.240	CE	No	19.83	20.07	5,145,639	

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

Repair Bridge 5/040W

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				State Fund Code	State Funds			
PE	2022		NHPP		243,736	0	10,156	253,892
CN	2023		NHPP		4,744,912	0	96,834	4,841,746
Project Totals					4,988,648	0	106,990	5,095,638

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	190,810	63,081	0	0	0
CN	0	2,608,564	2,233,183	0	0
Totals	190,810	2,671,645	2,233,183	0	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01	0051(315)	400522D	400522D06	44	0.110	CE	No	3.68	3.79	386,880	

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

Drainage improvements.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2022		NHPP	241,551			0	4,929	246,480
Project Totals				241,551			0	4,929	246,480

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	246,480	0	0	0	0
Totals	246,480	0	0	0	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		400526Q	400526Q06	21	0.150	CE	No	1.60	1.75	474,500	

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

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2022		HIP(UL)	200,000			0	174,500	374,500
Project Totals				200,000			0	174,500	374,500

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	45,000	329,500	0	0	0
Totals	45,000	329,500	0	0	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		400522E	400522E06	47	0.270	CE	No	0.00	0.27	275,420	

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

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

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2022		0		0	260,000	260,000
Project Totals			0		0	260,000	260,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	214,474	45,526	0	0	0
Totals	214,474	45,526	0	0	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01	0051(316)	400525D	400525D06	47	0.200	CE	No	19.87	20.07	3,438,890	

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

Repair and overlay bridge 5/40E and replace expansion joints. Please see SWW/RTPO record. Each record contains half of the costs.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	State				
CN	2022	NHFP	3,246,387			0	66,252	3,312,639
Project Totals			3,246,387			0	66,252	3,312,639

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,756,080	1,556,559	0	0	0
Totals	1,756,080	1,556,559	0	0	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		400523J	400523J06	47	0.100	CE	No	6.32	6.42	1,384,503	

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2024		NHPP	132,480			0	5,520	138,000
CN	2025		NHPP	1,221,572			0	24,931	1,246,503
Project Totals				1,354,052			0	30,451	1,384,503

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	112,883	25,117	0
CN	0	0	0	1,246,503	0
Totals	0	0	112,883	1,271,620	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		400525S	400525S06	47	0.160	CE	No	18.21	18.37	4,239,135	
I-5/SB E Fork Lewis River Bridge - Painting											
Paint bridge 005/036W											

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2025		NHPP	271,656			0	11,319	282,975
Project Totals				271,656			0	11,319	282,975

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	49,074	233,901
Totals	0	0	0	49,074	233,901

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01	0051(316)	400525B	400525B06	14	0.240	CE	No	19.83	20.07	3,212,475	

I-5/SB Lewis River Bridge - Deck Overlay

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

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				State Fund Code	State Funds			
CN	2022		NHPP		3,020,826	0	61,649	3,082,475
Project Totals					3,020,826	0	61,649	3,082,475

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,634,068	1,448,407	0	0	0
Totals	1,634,068	1,448,407	0	0	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County:

Agency: WSDOT - SW

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

Southwest Washington Regional Signal System

Enhance ATMS capabilities at intersections on WSDOT arterial corridors

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2022	CRRSAA(UL)		100,000		0	34,300	134,300
CN	2023	CRRSAA(UL)		196,376		0	67,214	263,590
CN	2023	HIP(UL)		122,386		0	41,891	164,277
CN	2023	CMAQ		281,238		0	95,895	377,133
Project Totals				700,000		0	239,300	939,300

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	114,402	19,898	0	0	0
CN	0	805,000	0	0	0
Totals	114,402	824,898	0	0	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03		401423B	401423B06	47	0.200	CE	No	12.62	12.82	5,885,600	

SR 14/Camas Slough Bridge - Painting

Paint Camas Slough Bridge 014/025

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2024		NHPP	388,416			0	16,184	404,600
CN	2025		NHPP	5,371,380			0	109,620	5,481,000
Project Totals				5,759,796			0	125,804	5,885,600

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	317,363	87,237	0
CN	0	0	0	2,153,636	3,327,364
Totals	0	0	317,363	2,240,873	3,327,364

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	0500(029)	450021R	450021R06	21	0.110	CE	No	8.86	9.42	1,600,000	

SR 500/NE 182nd Ave - Intersection Improvements

Intersection safety improvements to include a compact roundabout

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Fund Code				
CN	2022	HSIP	1,146,600			0	223,400	1,370,000
Project Totals			1,146,600			0	223,400	1,370,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,194,683	175,317	0	0	0
Totals	1,194,683	175,317	0	0	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	0500(028)	450023I	450023I06	21	1.020	CE	Yes	1.57	2.59	5,452,410	

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

Construct safety improvements

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
RW	2022		HSIP	421,067			0	8,593	429,660
CN	2022		HSIP	4,481,295			0	91,455	4,572,750
Project Totals				4,902,362			0	100,048	5,002,410

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	387,986	41,674	0	0	0
CN	9,345	1,836,354	2,177,251	549,800	0
Totals	397,331	1,878,028	2,177,251	549,800	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04			WA-13795	28	0.200	CE	No	8.30	8.50	1,031,587	

SR 500/NE Fourth Plain Blvd, 162nd-166th Ave-Safe Route to School

Standard flashing beacons, curb extensions, marked crosswalk (includes illumination), pedestrian crossing advance stop bars, road reconfiguration, ADA curb ramp retrofits, audible pedestrian signal, pedestrian hybrid beacon, pedestrian-scale segment lighting, shared-use path, speed limit reduction

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal Funds	State Funds				
CN	2022	SRTS	831,587			0	12,800	844,387
Project Totals			831,587			0	12,800	844,387

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	120,627	723,760	0	0	0
Totals	120,627	723,760	0	0	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14	0500(026)	450018S	450018S06	21	0.400	CE	Yes	16.05	16.45	6,153,600	

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

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

Funding

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

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	282,459	598,821	0	0	0
CN	1,656,892	2,232,373	524,834	0	0
Totals	1,939,351	2,831,194	524,834	0	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	0503(041)	450323I	450323I06	21	0.020	CE	No	13.71	13.73	684,900	

SR 503/NE Rock Creek Rd - Intersection Improvements

Provide safety improvements at intersection.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2022		HSIP	100,224			0	4,176	104,400
CN	2023		HSIP	514,990			0	10,510	525,500
Project Totals				615,214			0	14,686	629,900

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	88,522	15,878	0	0	0
CN	0	486,560	38,940	0	0
Totals	88,522	502,438	38,940	0	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			SWTMC2022	15	0.000	CE	No	00.00	00.00	1,152,000	

SW WA Joint Operation Center

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

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	State				
PE	2023	CRRSAA(UL)	369,000			0	783,000	1,152,000
Project Totals			369,000			0	783,000	1,152,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	384,000	384,000	384,000	0
Totals	0	384,000	384,000	384,000	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00		400022Q	400022Q06	44	0.000	CE	No	0.00	0.00	67,000	

SWR 21-23 Clark County Shared Signal Performance Measures (SPMs)

This is to pay WSDOT share toward Clark County SPMs (Signal Performance Measures) along WSDOT routes.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2022		0		0	67,000	67,000
Project Totals			0		0	67,000	67,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	67,000	0	0	0	0
Totals	67,000	0	0	0	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00	9999(866)	400021T	400021T06	21		CE	No	Various	Various	456,667	

SWR Breakaway Cable Terminal Replacement - Freeways 21-23

Replace breakaway cable terminals on freeways

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2022	HSIP	414,867		0	8,467	423,334
Project Totals			414,867		0	8,467	423,334

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	369,158	54,175	0	0	0
Totals	369,158	54,175	0	0	0

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County:

Agency: WSDOT - SW

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

SWR Breakaway Cable Terminal Replacement - Non Interstates

Replace breakaway cable terminals on SWR non-interstates.

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

Funding

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

Expenditure Schedule

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

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County:

Agency: WSDOT - SW

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

SWR Strategic Bridge Preservation 23-25

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

Funding

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

Expenditure Schedule

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

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2021

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00		400025B	400025B06	14	0.000	CE	No	0.00	0.00	125,000	

SWR Strategic Bridge Preservation 25-27

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

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

Funding

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

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	0	0	19,842	105,158
Totals	0	0	0	19,842	105,158

Agency Totals for WSDOT - SW	Federal Funds		State Funds	Local Funds	Total
	114,700,653		24,350,000	29,061,315	168,111,968

APPENDICES

APPENDIX A: Major Project List

APPENDIX B: CMAQ Air Quality Projects

APPENDIX C: Public Comments

APPENDIX D: 2022-2025 TIP Project Analysis

APPENDIX A: Major Project List

Introduction

Federal regulation requires that the status of major projects from the preceding TIP be provided in the current TIP document. Given that the TIP is developed in late summer, an estimate of project development is made based on current plans; and status may change before the end of the calendar year. The following provides a summary of estimated project status from the 2021-2024 TIP:

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

Table 4: Major Projects from 2021-2024 TIP That Were Implemented (Obligated)

Funding Program	Agency	Project Name	Phase	Federal Funds	State Funds	Local Funds	Total Funds
STBG	Vancouver	NE 18 th Street, NE 97 th Av. to NE 107 th Av.	RW	\$637,500		\$1,862,500	\$2,500,000
STBG/HIP	Vancouver	SE 1 st Street, NE 164 th Av. to NE 177 th Av.	CN	\$3,253,151	\$3,000,000	\$5,142,400	\$11,395,551
CMAQ/5309	C-TRAN	Mill Plain BRT	All	\$26,378,400	\$9,000,000	\$7,559,000	\$42,937,400
CMAQ/5337/ 5339	C-TRAN	Bus Replacement	All	\$2,050,000		\$625,000	\$2,675,000
STBG	Clark County	NE 99 th Street, NE 94 th Av. to 117 th Av.	CN	\$4,350,000	\$3,100,000	\$14,977,000	\$22,477,000
STBG	WSDOT	I-205 SB, 134 th St. to Mill Plain Blvd Ramp Meters	PE	\$372,500		\$127,500	\$500,000

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

Table 5: Major Projects from 2021-2024 TIP That Were Delayed

Funding Program	Agency	Project Name	Phase	Federal Funds	State Funds	Local Funds	Total Funds
STBG	Battle Ground	SW Eaton Blvd, SW 20 th Av. to SR 503	RW	\$825,000		\$128,757	\$953,757
STBG	Battle Ground	SR 502/SR 503 Right Turn Lanes	CN	\$500,000		\$1,565,456	\$2,065,456

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

Table 6: Federally Funded Pedestrian and Bicycle Projects from the 2021-2024 TIP That Were Obligated

Funding Program	Agency	Project Name	Phase	Federal Funds	State Funds	Local Funds	Total Funds
STBG	Vancouver	NE 18 th Street, NE 97 th Av. to NE 107 th Av.	RW	\$637,500		\$1,862,500	\$2,500,000
STBG/HIP	Vancouver	SE 1st Street, NE 164th Av. to NE 177th Av.	CN	\$3,253,151	\$3,000,000	\$5,142,400	\$11,395,551
STBG	Clark County	NE 99th Street, NE 94th Av. to 117th Av.	CN	\$4,350,000	\$3,100,000	\$14,977,000	\$22,477,000
STBG	Clark County	NE 152 nd Avenue, NE 99 th St. to Padden Pkwy.	PE	\$500,000		\$345,000	\$845,000

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

APPENDIX B: CMAQ Air Quality Projects

Introduction

The following list of projects is seeking CMAQ funding within the 2022-2025 Transportation Improvement Program for Clark County. This section identifies the air quality benefits for each project by providing a preliminary quantitative air quality analysis for each project.

Table 7: CMAQ Air Quality Project Status

Agency	Project Title	Project Description	Air Quality Benefits (kg per day)		
			CO	HC	NOx
C-TRAN	Electric Buses	Replace 4 buses with all electric buses.	-2.666	-0.249	-4.694
C-TRAN	Mill Plain Bus Rapid Transit	This project constructs transit improvements needed to provide Bus Rapid Transit (BRT) service along Mill Plain Blvd.	-91.941	-9.065	-7.770
C-TRAN	Highway 99 Bus Rapid Transit	Construct Bus Rapid Transit (BRT) Service between Salmon Creek and Vancouver Waterfront.	-79.832	-7.871	-6.746
Clark County	Signal Time, Evaluation, Verification and Enhancement Phase 2	Add ITS devices to additional county intersections and develop performance reports and improve connection to regional data warehouse.	-10.005	-1.029	2.325
Clark County	NE 68 th Street Sidewalk, Hwy. 99 to County Limits	Construct a sidewalk on one side of NE 68 th Street.	-2.898	-0.246	-0.192
Clark County	Salmon Creek/Hazel Dell Adaptive Signal Operations	Installation of adaptive signal operations, incident bypass, DSRC radios, cameras, Bluetooth, and freeway off-ramp detection systems.	-45.182	-4.645	-10.500
Clark County	System Wide Signal Enhancement	Integrate Clark County and WSDOT data streams into a dashboard view of transportation system performance measures and report to regional data warehouse.	-3.943	-0.545	-0.753
Clark County	Orchards Sifton Adaptive Signals	Expand Fiber Optics, add Synchro Adaptive and cameras to 8 intersections on 76 th St. and 99 th St.	-13.393	-1.377	-3.113
Port of Vancouver	Renaissance Trail Segment 4	Construct a multi-modal path along the south side of Lower River Road (SR 501).	-0.351	-0.030	-0.023
Vancouver	NW Neighborhood Connectivity Improvements	Construct sidewalk/path in vicinity of Lincoln Avenue and NW 53rd Street. Design a shared bicycle facility along Grant Av., NW 43rd St., and Lincoln Av. in vicinity of Lincoln Elementary School.	-2.064	0.175	-0.137

Vancouver	Evergreen Trail	Build asphalt path along one side of Evergreen Highway.	-2.415	-0.205	-0.160
WSDOT	Centralized Signal System Enhancement	Expand/enhance ATMS capabilities at various intersections within WSDOT's signalized principal arterial corridors.	-67.773	-6.968	-15.750
WSDOT	I-205 SB 134 th St. to Mill Plain Blvd Ramp Meter	Install mast arms, ramp signals, electrical services, signs, cameras, detection, conduits, minor paving, striping, fiber-optic communication, and other items to operate ramp meters.	-51.313	-4.219	-8.762
WSDOT	*Southwest Washington Regional Signal System	Project will link ATMS.NOW system between Clark County agencies, including software, servers, communication infrastructure, and other hardware as necessary. Develop concept of operations.	NA	NA	NA
WSDOT	I-5 NB Fourth Plain Ramp Meter	Install one ramp meter at Fourth Plain Blvd. onto Northbound I-5.	-4.923	-0.412	-0.761

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

APPENDIX C: Public Comments

Introduction

Citizens and appropriate parties were provided a reasonable opportunity to comment on the 2022-2025 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 31, 2021, until October 5, 2021. Public comment period concluded with testimony at the October 5, 2021 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 8: Public Comments

Project	Support Project	Comment	Staff Response

APPENDIX D: 2022-2025 TIP Project Analysis

Introduction

Appendix D provides an overview of the projects included in the 2022-2025 TIP, including project type and spending by project type.

Projects by Type

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

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

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

Table 9: Projects by Type

Project Type	Number of Projects	% of Projects	Total Programmed	% of Total Programmed
Bicycle & Pedestrian	12	14.5%	\$16,825,247	4.0%
Bridge	18	21.7%	\$81,417,734	19.2%
Planning	3	3.6%	\$4,167,629	1.0%
Preservation	8	9.6%	\$58,678,395	13.8%
Road Improvement	16	19.3%	\$107,405,468	25.3%
Safety	12	14.5%	\$55,590,852	13.1%
Transit	5	6.0%	\$90,213,757	21.3%
TSMO	9	10.8%	\$9,860,400	2.3%
Total	83	100%	\$424,159,482	100%

Figure 6: Percentage of Projects by Project Type (Total Projects 83)

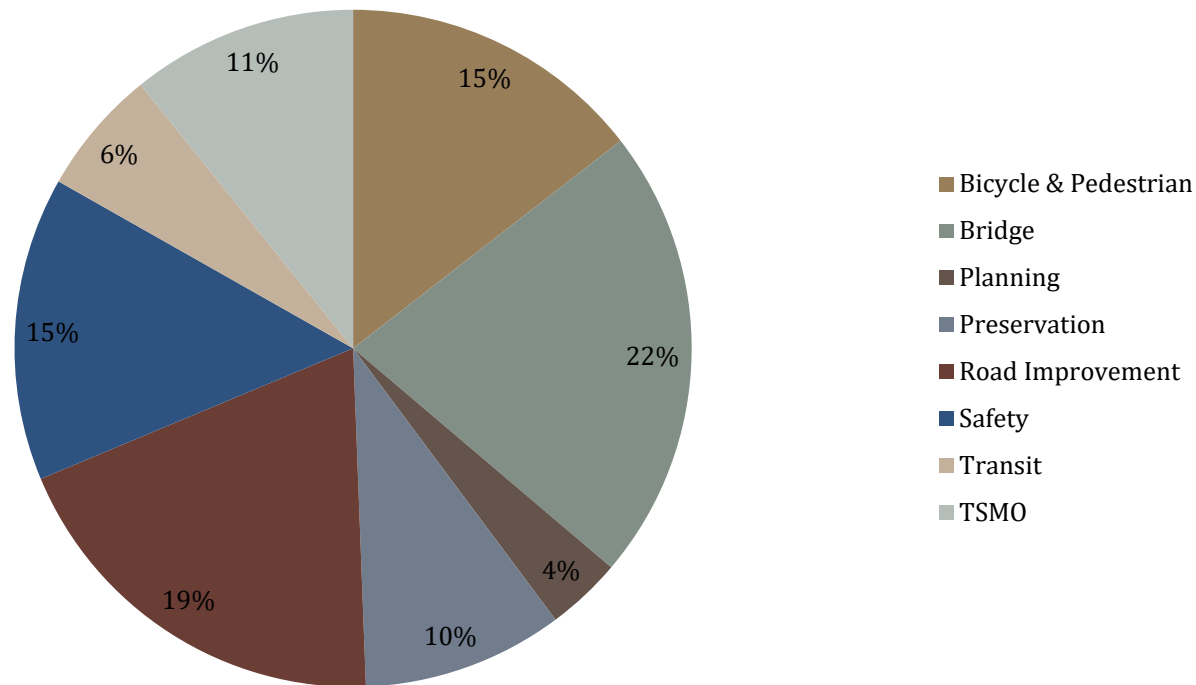


Figure 7: Percentage of Dollars Programmed by Project Type (Total Programmed \$424 million)

