Transportation Improvement Program

DRAFT

Clark County
2016-2019

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

October 2015

STAFF REPORT/RESOLUTION

TO: Southwest Washington Regional Transportation Council Board of Directors

FROM: Matt Ransom, Executive Director

DATE: September 29, 2015

SUBJECT: **2016-2019 Transportation Improvement Program, Resolution 10-15-17**

AT A GLANCE - *ACTION*

The purpose of this resolution is to seek RTC Board adoption of the 2016-2019 Transportation Improvement Program (TIP). The recommended action was endorsed by the Regional Transportation Advisory Committee (RTAC). The TIP was developed in accordance with federal surface transportation requirements. The TIP programs regionally significant projects totaling approximately $194.5 million, including approximately $72.1 million in federal transportation funding.

INTRODUCTION

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

The 2016-2019 Transportation Improvement Program is a four-year program of regionally significant transportation projects and indicates commitment for funding on these projects. Projects programmed in the TIP are drawn either directly from specific project recommendations made in the Regional Transportation Plan (RTP) or are developed from a more general series of recommendations (e.g. preservation, maintenance, safety, etc.).

Attached to this Resolution is a map that displays the general location of projects, by project type, from the 2016-2019 Transportation Improvement Program (TIP). The Full Draft of the 2016-2019 Transportation Improvement Program is provided on line within the October 2015 RTC Board materials and copies will be available at the October RTC Board meeting.

In September, the Regional Transportation Advisory Committee (RTAC) reviewed the draft 2016-2019 Transportation Improvement Program (TIP) and has recommended adoption by the RTC Board of Directors. Adoption of the 2016-2019 TIP in October will allow all of the projects contained in this document to move forward beginning in January 2016, delay of adoption will result in funds not being available until March of 2016.

Following adoption of the region Transportation Improvement Program (TIP), the regional TIP will become part of the State Transportation Improvement Program (STIP). Once projects are approved in the STIP, beginning in January 2016, agencies may request project authorization for federal funds.

PROJECT REVIEW

While some of the projects programmed in the TIP are selected for funding by the RTC Board, many of the projects programmed in the TIP are selected for funding through other processes. No matter the source of funding, RTC staff reviews all projects to ensure that each projects is consistent with the Regional Transportation Plan (RTP), air quality requirement, local comprehensive plans, financially constrained, provide a reasonable timeline, and with other state and federal requirements. All projects contained in the TIP are found to be consistent with state and federal requirements.

2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM ADOPTION

Adoption of the 2016-2019 Transportation Improvement Program (TIP) will include the following actions:

- Certification that the RTC planning process is being carried out in accordance with all applicable federal requirements.
- The TIP development process meets federal public participation requirements and that a 30-day public comment period was provided.
- All projects proposed for Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding have been identified within the TIP and do not exceed the proposed funding levels available within a program year.
- All four years of projects programmed in the TIP are considered selected projects and can proceed towards implementation, within statewide management of obligation limits.
- TIP consistency with the Regional Transportation Plan, Congestion Management Process, Clean Air Act as amended, the Air Quality State Implementation Plan, and Conformity Guidelines.
- Programs regionally significant projects totaling approximately $194.5 million, including approximately $72.1 million in federal transportation funding.

POLICY IMPLICATION

The 2016-2019 Transportation Improvement Program (TIP) is a four-year program of regionally significant transportation projects in the Clark County region. Projects programmed in the TIP are consistent with state and federal requirements, and assist the region in implementing the overall long-range Regional Transportation Plan (RTP).

BUDGET IMPLICATION

Approval of the 2016-2019 Transportation Improvement Program (TIP) will program 62 regionally significant projects, representing approximately $194.5 million in transportation investment over the next four years within the Clark County, Washington region.

ACTION REQUESTED

Adoption of Resolution 10-15-17 "2016-2019 Transportation Improvement Program."

ADOPTED this _____ day of _____ 2015, by the Southwest Washington Regional Transportation Council.

SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL

_____
Melissa Smith
Chair of the Board

ATTEST:

_____
Matt Ransom
Executive Director

Attachment

20151006RTCB_Resol101517_2016TIP.docx

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

2016-2019 Transportation Improvement Program

Clark County, Washington

Published: October 2015

Southwest Washington Regional Transportation Council

Street Address
1300 Franklin Street
Vancouver, WA 98660

Phone: 360-397-6067

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

Fax: 360-397-6132

http://www.rtc.wa.gov

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

Title VI Compliance

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

Americans with Disabilities Act (ADA) Information

Materials can be provided in alternative formats by contacting the Southwest Washington Regional Transportation Council (RTC).

360-397-6067 or info@rtc.wa.gov.
Relay Service: #711 or (800) 833-6388

Table of Contents

Background i
TIP Adoption Resolution i
Title Page v
Table of Contents vii
Southwest Washington Regional Transportation Council Membership x
Location of Clark County xi

Chapter 1: Introduction 1
BACKGROUND AND PURPOSE 1
TIP DEVELOPMENT 2
Process 2
Regional Project Development Process 3
Coordination with adjacent MPOs 4
Public Involvement Process 4
TIP Administration 5
Transportation Alternatives Program (TAP) Process 7
MPO CERTIFICATION STATEMENTS 8
CONSISTENCY WITH REGIONAL TRANSPORTATION PLAN 9
CONSISTENCY WITH CONGESTION MANAGEMENT PROCESS 9
DETERMINATION OF CONFORMITY WITH AIR QUALITY STATE IMPLEMENTATION PLAN (SIP) 10
Introduction 10
Air Quality Status 11
Applicable State Implementation Plan 11
CO Limited Maintenance Plan 12
Consultation Process 12
Air Quality Conformity Methodology and Results 13
Status of Transportation Control Measures 13
Conformity Determination 13

Chapter 2: Financial Plan and Resources **15**
INTRODUCTION 15
Assumptions 15
Operation and Maintenance Cost 16
DESCRIPTION OF REVENUE SOURCES 18
FEDERAL 18
STATE 20
LOCAL 23
PROJECT SELECTION 25
FINANCIAL FEASIBILITY 25

Chapter 3: 2016-2019 Funding Secured Projects **29**
INTRODUCTION 29
Program Summary 29
STIP Project Information 29

APPENDICES **101**
APPENDIX A: MAJOR PROJECT LIST 103
Introduction 103
APPENDIX B: CMAQ Air Quality Projects 105
Introduction 105
APPENDIX C: Public Comments 107
Introduction 107
APPENDIX D: 2016-2019 TIP Project Analysis 109
Introduction 109
Projects by Type 109

List of Figures and Tables

Figure 1: Location of Clark County, Washington xi
Figure 2: Transportation Boundaries xii
Figure 3: TIP Development Process 2
Figure 4: Regional Project Development Process 3
Figure 5: Percentage of Projects by Project Type (Total Projects 61) 111
Figure 6: Percentage of Dollars Programmed by Project Type (Total Programmed $198.5 million) 112
Figure 7: Project Location by Project Type 113

List of Tables

Table 1: 2016-2019 Financial Feasibility Summary 26
Table 2: 2016 Summary 30
Table 3: 2017 Summary 32
Table 4: 2018 Summary 34
Table 5: 2019 Summary 36
Table 6: Major Projects from 2015-2018 TIP That Were Implemented (Obligated) 103
Table 7: Major Projects from 2015-2018 TIP That Were Delayed 103
Table 8: Federally Funded Pedestrian and Bicycle Project from the 2015-2018 TIP That Were Obligated 104
Table 9: CMAQ Air Quality Project Status 105
Table 10: Public Comments 107
Table 11: Projects by Type 110

Southwest Washington Regional Transportation Council Membership

RTC Member Jurisdictions

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

RTC Board of Directors

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

Regional Transportation Advisory Committee (RTAC)

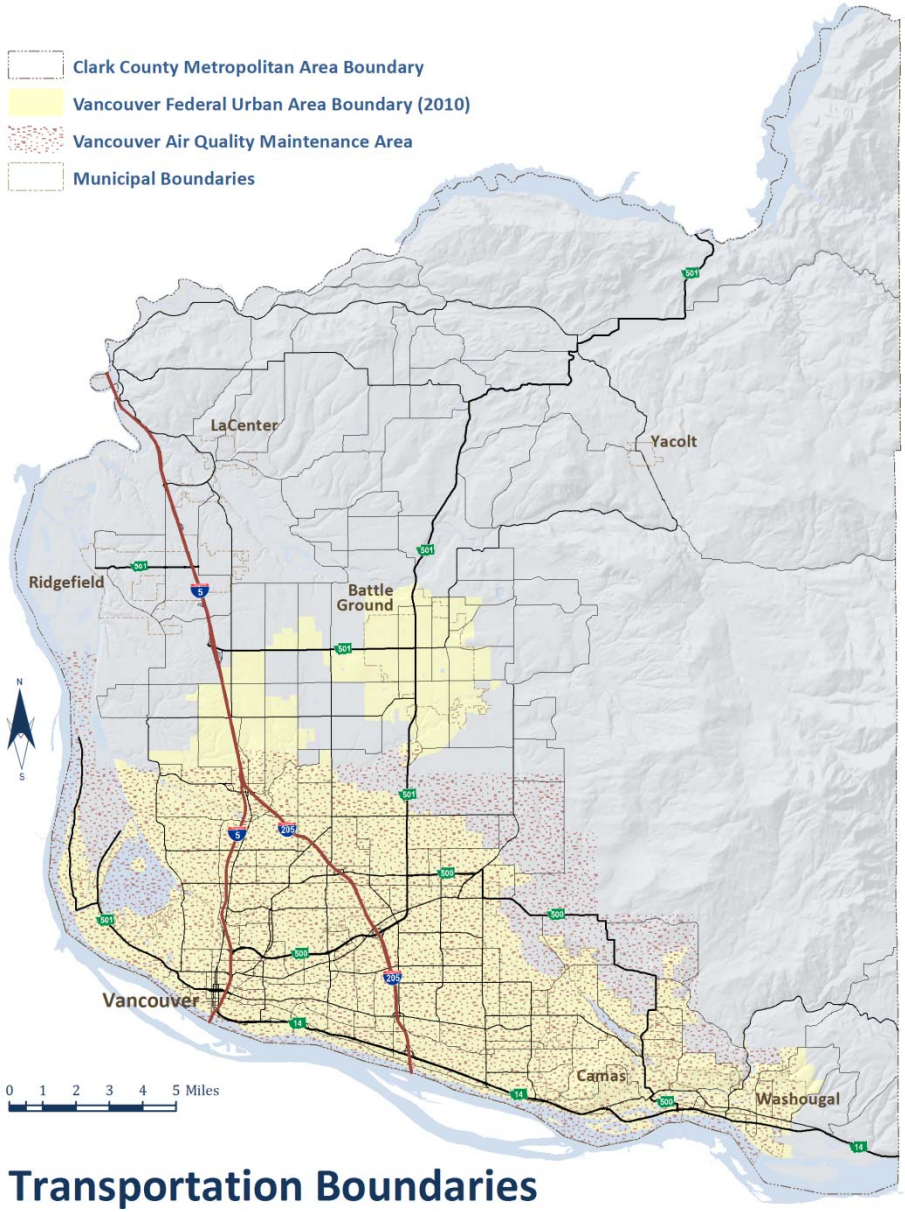
Gary Albrecht	Clark County	**Colleen Kuhn**	Human Services Council
Katy Brooks	Port of Vancouver	**Jon Makler**	ODOT
Jim Carothers	City of Camas	**Chris Malone**	City of Vancouver
Rob Charles	City of Washougal	**Chris Myers**	Metro
Roger Hanson	C-TRAN	**Patrick Sweeney**	City of Vancouver
Mark Herceg	City of Battle Ground	**Michael Williams**	WSDOT
Bryan Kast	City of Ridgefield	**Susan Wilson**	Clark County
Matt Ransom (Chair)	RTC		

Location of Clark County

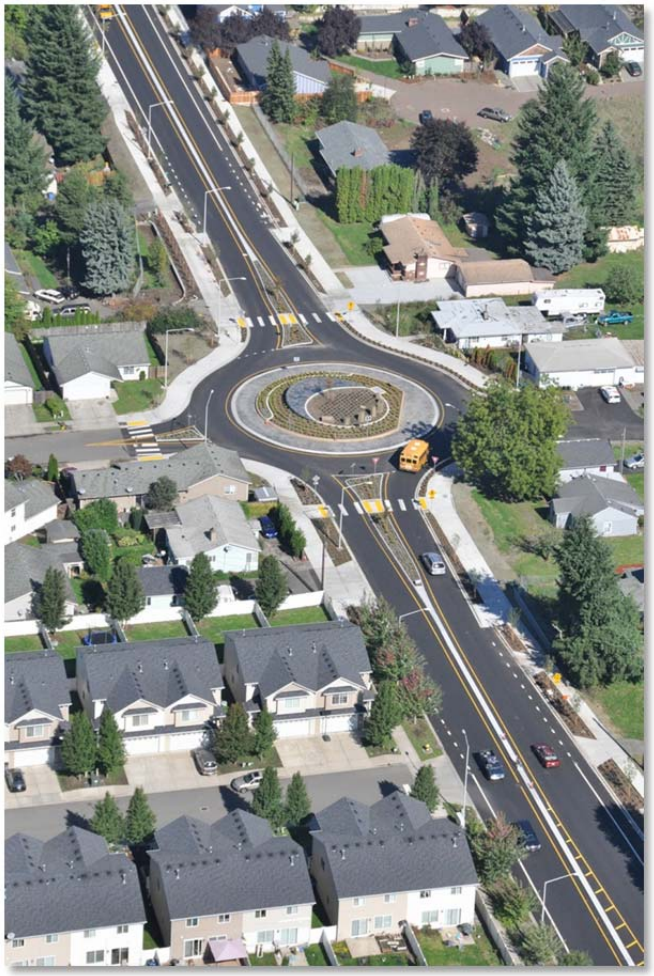
Southwest Washington Regional Transportation Council (RTC) is the Metropolitan Planning Organization (MPO) for Clark County, Washington. Clark County is located in the southwestern part of Washington State on the Columbia River, approximately 70 miles from the Pacific Ocean. The Columbia River forms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

Figure 1: Location of Clark County, Washington

Figure 2: Transportation Boundaries



Chapter 1: Introduction



BACKGROUND AND PURPOSE

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

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

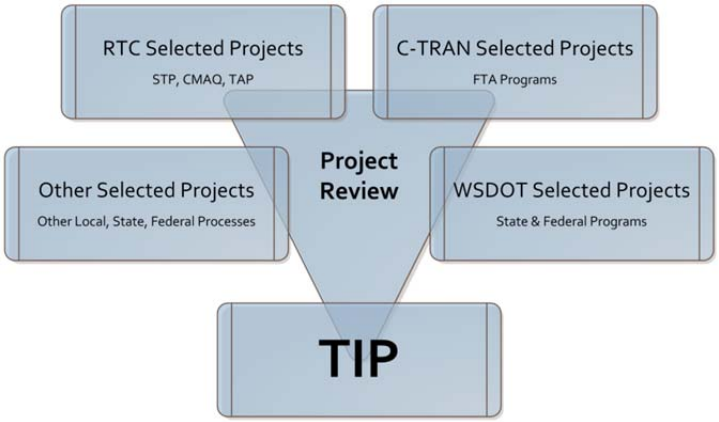
TIP DEVELOPMENT

Process

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

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

Figure 3: TIP Development Process



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

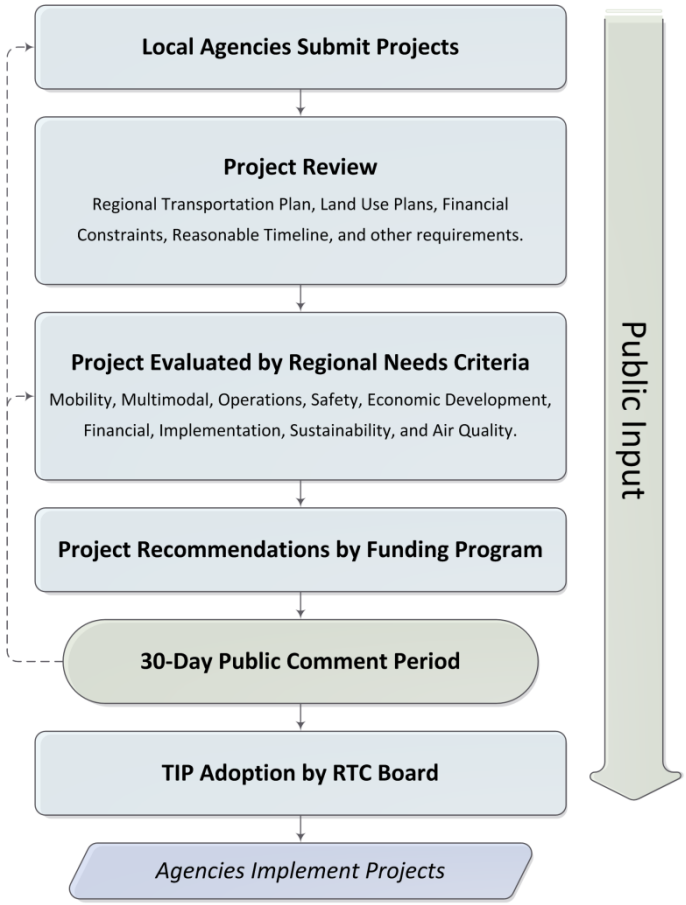
Regional Project Development Process

RTC, in consultation with member agencies, is responsible for selecting project for the regional allocation of federal highway funds. This includes the regional allocation of Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), and Transportation Alternatives Program (TAP) funds.

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

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

Figure 4: Regional Project Development Process



Coordination with adjacent MPOs

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

Public Involvement Process

RTC is committed to a public involvement process that is proactive, supports early and continuous participation, provides timely information, reasonable public notice and time for public review, public access, makes information available on 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 28, 2015 until October 6, 2015 was provided. The draft TIP document and project information was made available during the public

comment period. Notices of the opportunity to comment on the TIP were distributed to the local media, neighborhoods, and other interested parties. News releases and other TIP information were made available on the RTC Website. From June 2015 through October 2015, public discussions of the TIP were held during public meetings of the RTC Board of Directors, RTAC (technical committee), and other public outreach efforts. Public comments received during the comment period will be compiled and addressed in the appendices for the Transportation Improvement Program.

TIP Administration

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

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

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

TIP Administration Process

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

1. Project sponsor submits written request to RTC for change, including submitting a modified State Transportation Improvement Program (STIP) record within the online STIP database. The written request should provide sufficient detail to understand the requested change and reason for change.

2. RTC staff reviews request 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 the Administrative Modification.

5. If request is an Amendment, RTAC reviews the change and makes a recommendation to the RTC Board. If the RTC Board approves the change, staff will change the regional TIP and submit the change to WSDOT for inclusion in the STIP.

6. Once Administrative Modifications and Amendments are submitted to WSDOT, they are reviewed by WSDOT staff, approved by the Governor's representative, and receive final approval by FHWA and FTA.

Updates

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

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

Administrative Modification

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

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

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

Amendments

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

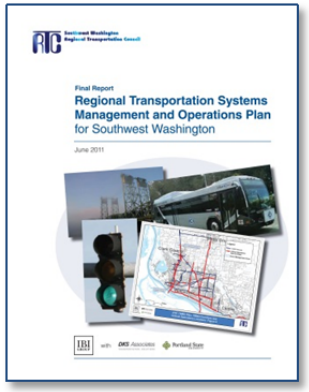
- Adding a new project, future project phase, or funding amount greater than $3 million in federal funding.
- Adding a regionally selected project or adding regionally selected federal funds to a project.
- Major scope changes.
- Changes to a project that affects air quality conformity.

Transportation Alternatives Program (TAP) Process

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

Selection of TAP projects is accomplished through the regional planning process and generally begins in the spring of each odd year (2017, 2019, etc.). The process includes the following steps: 1) Call for projects, 2) Applications received by deadline, 3) Evaluation of projects using regional criteria, 4) RTAC recommends a ranked list of projects for funding, and 5) RTC Board selects and programs a list of projects for funding.

MPO CERTIFICATION STATEMENTS



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

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

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, 38, and 28 CFR Part 35;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
11. Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR part 200).
12. USDOT and WSDOT supplemental fiscal directives regarding Indirect Cost Proposals.

CONSISTENCY WITH REGIONAL TRANSPORTATION PLAN

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

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

CONSISTENCY WITH CONGESTION MANAGEMENT PROCESS

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

RTC 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.

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

Introduction

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

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

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

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

Air Quality Status

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

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

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

Applicable State Implementation Plan

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

CO Limited Maintenance Plan

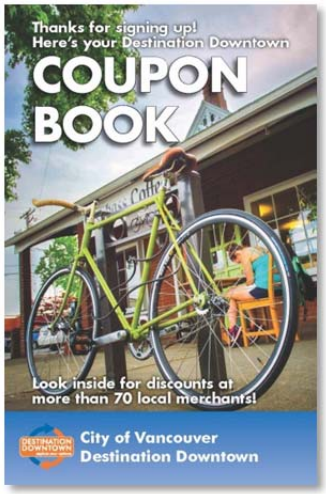
Carbon monoxide emissions forecasts contained in the Limited Maintenance Plan for on-road mobile sources show a continued decline in CO emissions during the Maintenance Plan period. The 2002 base year for the Limited Maintenance Plan shows 383,058 pounds a day for CO on-road mobile sources. The Limited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

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

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

Consultation Process

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



Air Quality Conformity Methodology and Results

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

Status of Transportation Control Measures

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

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

Conformity Determination

The 2016-2019 Transportation Improvement Program (TIP) for Clark County does not contribute to violations of ozone or carbon monoxide emission standards.

Chapter 2: Financial Plan and Resources

INTRODUCTION

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

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

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

Assumptions

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

Operation and Maintenance Cost

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

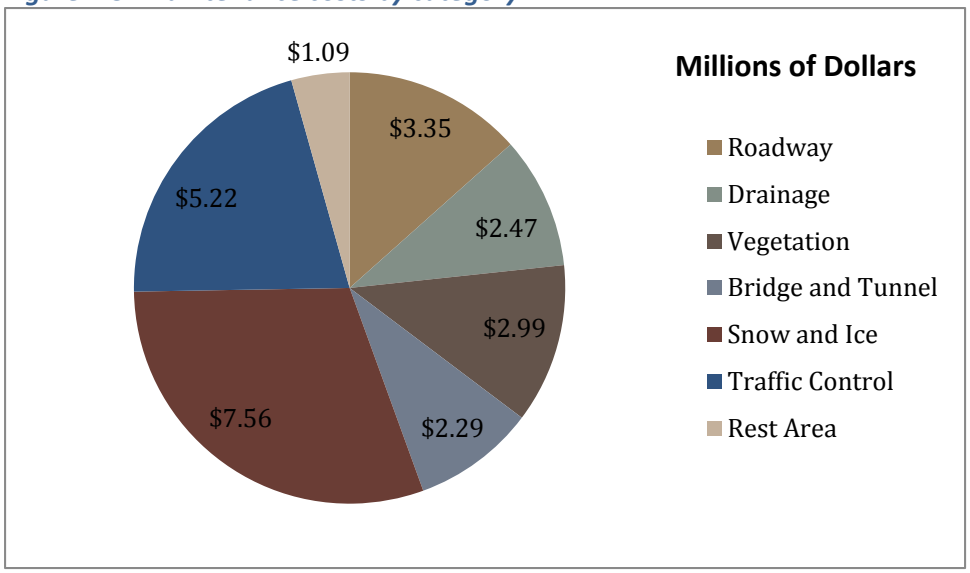
Maintenance can cost 4 to 8 times more when deferred.

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, $64.2 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 4-5: 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 37% 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, transportation agencies anticipate that maintenance and preservation needs may require a greater share 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 in 2013 is about $45 million which is expected to rise as C-TRAN increases the size of bus fleet and expands its transit facilities in the future. C-TRAN's 2030 Plan, 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 44% to 367,000 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 more than double, increasing from 83,000 annual service hours in 2010 to 169,000 hours in 2035.

The following table 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 2010 Annual Financial Report. 21-year data is from C-TRAN's 2030 Plan.

Table 4-2: Estimated Preservation and Maintenance Costs

Agency	Annual	RTP 21-years
WSDOT	$11,480,047	$241,080,993
Clark County and Cities	$56,704,773	$1,346,370,215
Total Roadway	**$68,184,820**	**$1,587,451,208**
Transit Operations	$47,210,000	$1,702,500,439

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 July 6, 2012, the President signed into law the Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 provided funding for fiscal years 2013 and 2014, and has continued thru short-term extension as Congress works to develop a long-term funding plan. MAP-21 incorporated performance measures to provide a more efficient investment of Federal transportation funds. MAP-21 restructures core transportation programs with programs created, eliminated, or restructured under other programs. This document includes a brief description of MAP-21 programs.

National Highway Performance Program (NHPP)

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

Surface Transportation Program (STP)

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

- STP-Urban Large (STP-UL): Formula allocation to the Clark County Transportation Management Area based on the population of the Vancouver Urban boundary, which includes the urban area of Vancouver, Battle Ground, Camas, and Washougal. RTC (MPO) selects projects for funding.

- STP-Rural (STP-R): Formula allocation for projects outside the Urban Area boundary. RTC (MPO) selects projects for funding.

- STP-State (STP): Formula allocation to the Washington State Department of Transportation, for use on State highway projects. The State selects projects.

Highway Safety Improvement Program (HSIP)

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

Congestion Mitigation and Air Quality (CMAQ)

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

Transportation Alternatives Program (TAP)

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

Community Development Block Grant (CDBG)

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

FTA Section 5307

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

FTA Section 5309

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

FTA Section 5310

This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

FTA Section 5337

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

FTA Section 5339

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

STATE

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

Connecting Washington (CWA)

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

Washington State Department of Transportation (WSDOT)

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

WSDOT Grant Programs

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

Transportation Improvement Board (TIB) Programs

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

- Urban Arterial Program (UAP): Funding provided to improve safety and mobility along arterial streets in urban areas. The UAP program requires a minimum 20% local match.
- Urban Corridor Program (UCP): Funding provided for arterial street improvements that are coordinated among governmental agencies and support economic development. The UCP program requires a minimum 20% local match.
- Sidewalk Program (SP): Funding provided for pedestrian projects that enhance and promote pedestrian safety and mobility. There is both an urban and small city sidewalk program. The Urban program requires a minimum 20% local match, while the Small City program generally requires a 5% match.

- Small City Arterial Program (SCAP): Funding provided to preserve and improve the arterial roadway system for cities under 5,000 population. A local match of 5% or greater is required; a jurisdiction with a population under 500 needs 0% local match.
- Small City Pavement Preservation Program (SCPPP): Provides funding for rehabilitation and maintenance of the small city roadway system.
- Federal Match: Funding provided to meet the local match of some federally funded projects in small cities (population under 5,000). The program provides match for federal Bridge, TEA-21, and FEMA projects. The match varies by program between 12.5% and 20%. The Transportation Improvement Board funds are made available following approval of federal funds.

County Road Administration Board (CRAB)

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

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

Washington State Recreation and Conservation Office (RCO)

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

Community Economic Revitalization Board (CERB)

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

Public Works Trust Fund (PWTF)

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

LOCAL

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

Property Tax

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

Arterial Street Fund (ASF)

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

Transportation Impact Fees (TIF)

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

Road Improvement District (RID)

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

Frontage Improvement Agreements

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

Latecomers Fees

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

Sales and Use Tax

C-TRAN's major revenue source is a 0.7% sales and use tax. A 0.3% 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

In order to meet the federal requirements, all federal projects programmed in the 2016-2019 Transportation Improvement Program are considered selected projects. However, due to federal fiscal constraints in any one year and a statewide management of funds on a first come basis, implementation of projects in the year programmed cannot be guaranteed.

FINANCIAL FEASIBILITY

Financial feasibility is accomplished by demonstration that adequate resources are available to implement the projects programmed in the TIP. The TIP for Clark County demonstrates that it is a financially realistic program, in that projected revenue by program is adequate to meet the estimated cost of programmed projects for each year. As illustrated on Table 1 on the next page, there is a remaining balance of revenue between years 2016-2019.

Table 1: 2016-2019 Financial Feasibility Summary

9/10/2015 *(Cost in Thousands of Dollars)*

Funding Type	Year	Carry-Over Previous Yr.	Allocation	Available Revenue	Program Totals	Remaining Funds
Section 5307	*2016*	$6,381	$4,800	$11,181	$6,381	$4,800
	2017	$4,800	$4,800	$9,600	$4,800	$4,800
	2018	$4,800	$4,800	$9,600	$4,800	$4,800
	2019	$4,800	$4,800	$9,600	$4,800	$4,800
Section 5310	*2016*	$565	$285	$850	$565	$285
	2017	$285	$285	$570	$285	$285
	2018	$285	$285	$570	$285	$285
	2019	$285	$285	$570	$285	$285
Section 5337	*2016*	$155	$80	$235	$155	$80
	2017	$80	$80	$160	$80	$80
	2018	$80	$80	$160	$80	$80
	2019	$80	$80	$160	$80	$80
Section 5339	*2016*	$1,164	$582	$1,746	$1,164	$582
	2017	$582	$582	$1,164	$582	$582
	2018	$582	$582	$1,164	$582	$582
	2019	$582	$582	$1,164	$582	$582
CMAQ	*2016*	($3,792)	$3,157	($635)	$0	($635)
	2017	($635)	$3,157	$2,522	$2,261	$261
	2018	$261	$3,157	$3,418	$3,203	$215
	2019	$215	$3,157	$3,372	$2,456	$916
STP *Regional*	*2016*	($4,009)	$5,450	$1,441	$1,270	$171
	2017	$171	$5,450	$5,621	$3,836	$1,785
	2018	$1,785	$5,450	$7,235	$6,713	$522
	2019	$522	$5,450	$5,972	$4,900	$1,072

Table 1 Continued: 2016-2019 Financial Feasibility Summary

9/10/2015 *(Cost in Thousands of Dollars)*

Funding Type	Year	Carry-Over Previous Yr.	Allocation	Available Revenue	Program Totals	Remaining Funds
TAP Enhancement	*2016*	($226)	$540	$314	$0	$314
	2017	$314	$540	$854	$272	$582
	2018	$582	$540	$1,122	$1,048	$74
	2019	$74	$540	$614	$0	$614
State Selected *HSIP, NHPP, STP-State, STP-BR, SRTS*	*2016*	$0	$8,343	$8,343	$8,343	$0
	2017	$0	$4,248	$4,248	$4,248	$0
	2018	$0	$4,954	$4,954	$4,954	$0
	2019	$0	$2,537	$2,537	$2,537	$0
Discretionary	*2016*	$0	$500	$500	$500	$0
State/Local	*2016*	$0	$25,580	$25,580	$25,580	$0
	2017	$0	$10,433	$10,433	$10,433	$0
	2018	$0	$26,586	$26,586	$26,586	$0
	2019	$0	$57,201	$57,201	$57,201	$0
Financial Feasibility		**$238**	**$199,957**	**$200,195**	**$191,847**	**$8,348**

Chapter 3: 2016-2019 Funding Secured Projects

INTRODUCTION

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

All four years of the TIP are considered selected and the project sponsor can begin implementation when ready. It is not unusual for a project programmed in an out year to be implemented in the first year of the program.

Program Summary

The program of planned projects for 2016 - 2019 is provided on the annual summary sheets beginning on page 30. The annual program summary includes the projects by funding source and project phase. Project phases include Preliminary Engineering (PE), Right-of-Way (RW), and Construction (CN). Project information includes project priority, sponsoring agency, project name, project description, and funding information.

STIP Project Information

State Transportation Improvement Program detailed project pages are included after the Program Summary and begin following page 38 (STIP pages 1-62). In this section, detailed information is provided on each project individually. This detailed project information includes project title, project description, funding information and other project information. Projects are listed in alphabetical order by agency and project name.

Table 2: 2016 Summary

2016 Summary

9/10/2015 *Year of Expenditure Cost in Thousands of Dollars*

Funding Type	Priority	Agency	Project Description	Federal Funds	State Funds	Local Funds	Total Funds
Section 5307	1	C-TRAN	Preventative Maintenance	$6,318		$1,579	$7,897
	2	C-TRAN	Associated Transportation Improvements	$64		$16	$80
	Section 5307 Program Totals			**$6,381**	**$0**	**$1,595**	**$7,977**
Section 5310	1	C-TRAN	ADA Expansion	$565		$141	$706
	Section 5310 Program Totals			**$565**	**$0**	**$141**	**$706**
Section 5337	1	C-TRAN	Bus Replacement	$155		$39	$194
	Section 5337 Program Totals			**$155**	**$0**	**$39**	**$194**
Section 5339	1	C-TRAN	Bus Replacement	$1,164		$291	$1,455
	Section 5339 Program Totals			**$1,164**	**$0**	**$291**	**$1,455**
CMAQ	**CMAQ Program Totals**			**$0**	**$0**	**$0**	**$0**
STP-Region STP-Rural	1	Clark County	Carty Road Reconstruction (CN) *Culvert, overlay, guardrail, and other safety impr.*	$1,270		$1,055	$2,325
	STP (Regional) Program Totals			**$1,270**	**$0**	**$1,055**	**$2,325**
TAP	**Transportation Alternatives Program Totals**			**$0**	**$0**	**$0**	**$0**
Discretionary	1	Vancouver	Vancouver Waterfront Trail (CN)	$500		$674	$1,174
	Discretionary Totals			**$500**	**$0**	**$674**	**$1,174**
HSIP (Safety)	1	Clark County	Hayes, Washougal River, Lockwood Creek Roads (CN)	$1,654		$0	$1,654
	1	WSDOT	I-5/NB NE 39th St. & SR-500/NE 15th Av. (CN)	$164		$3	$168
	1	WSDOT	I-5/Northbound Off Ramp at Fourth Plain Blvd. (CN)	$404		$8	$412
	1	WSDOT	SR-503, 503 Spur, 504 and 505-Cntr Rumble Strips (CN)	$66		$1	$67
	1	WSDOT	SR-503/Padden Parkway-Intersection Imp. (CN)	$288		$6	$294
	1	WSDOT	SW Region/Clark County-High Friction Surfacing (CN)	$392		$8	$400
	1	WSDOT	SWR - Intersection Safety Implementation Program (CN)	$204		$4	$208
	HSIP Program Totals			**$3,172**	**$0**	**$31**	**$3,203**
STP-State	1	WSDOT	15-17 SWR Regionwide Basic Safety - Signing (CN)	$106		$2	$108
	1	WSDOT	Asphalt/Chip Seal Preservation (CN)	$1,734		$43	$1,778
	1	WSDOT	SWR Regionwide Basic Safety - Guardrail (CN)	$367		$7	$374
	1	WSDOT	SWR Regionwide Curb Ramps-ADA Compliance (CN)	$684		$14	$698
	STP-State Program Totals			**$2,891**	**$0**	**$66**	**$2,958**

2016 Summary

9/10/2015

Year of Expenditure Cost in Thousands of Dollars

Funding Type	Priority	Agency	Project Description	Federal Funds	State Funds	Local Funds	Total Funds
NHPP	1	WSDOT	Asphalt/Chip Seal Preservation (PE)	$92		$4	$95
			(CN)	$433		$0	$433
	2	WSDOT	I-5/NB Interstate Bridge-S. Tower Trunnion (PE)	$465		$19	$484
	NHPP Program Totals			**$989**	**$0**	**$23**	**$1,012**
STP-BR	1	Clark County	Brush Prairie Bridge (CN)	$370		$37	$407
	BR Program Totals			**$370**	**$0**	**$37**	**$407**
SRTS	1	Washougal	Jemtegaard Trail Improvements (CN)	$451		$0	$451
	1	Washougal	34th Street Improvements SRTS (PE)	$51		$0	$51
			(CN)	$419		$52	$472
	SRTS Program Totals			**$921**	**$0**	**$52**	**$973**
State/Local	1	Camas	NW Brady Road Improvements (RW)			$800	$800
	1	Clark County	NE 10th Avenue, NE 154 to NE 164th Street (RW)			$2,496	$2,496
	1	La Center	LED Signs at Stonecreek and E. 4th Street (PE)			$7	$7
	1	Port of Ridgefield	Pioneer Street Railroad Overpass (PE)		$300		$300
	1	Port of Vancouver	West Vancouver Freight Access Grain Track (CN)		$1,475	$13,400	$14,875
	1	WFL	Main Avenue Access Improvements (PE/RW)			$596	$596
	1	WSDOT	SR-14/West Camas Slough Bridge (PE)		$1,500		$1,500
	1	WSDOT	SR-502/SR-503 Vic - Roadway Improvements (PE)		$500		$500
			(RW)		$500		$500
	State/Local Program Totals			**$0**	**$4,275**	**$17,299**	**$21,574**

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

Table 3: 2017 Summary

2017 Summary

9/10/2015 *Year of Expenditure Cost in Thousands of Dollars*

Funding Type	Priority	Agency	Project Description	Federal Funds	State Funds	Local Funds	Total Funds
Section 5307	1	C-TRAN	Preventative Maintenance	$4,752		$1,188	$5,940
	2	C-TRAN	Associated Transportation Improvements	$48		$12	$60
	Section 5307 Program Totals			**$4,800**	**$0**	**$1,200**	**$6,000**
Section 5310	1	C-TRAN	ADA Expansion	$285		$71	$356
	Section 5310 Program Totals			**$285**	**$0**	**$71**	**$356**
Section 5337	1	C-TRAN	Bus Replacement	$80		$20	$100
	Section 5337 Program Totals			**$80**	**$0**	**$20**	**$100**
Section 5339	1	C-TRAN	Bus Replacement	$582		$146	$728
	Section 5339 Program Totals			**$582**	**$0**	**$146**	**$728**
CMAQ	1	Vancouver	Main St.-Columbia St. Traffic Signal Int. (CN)	$855		$133	$988
	2	Vancouver	Fourth Plain Subarea Sidewalk Infill Project (CN)	$380		$59	$439
	3	WSDOT	SR 503 ATIS Infill, 4th Plain to Main St. (CN)	$865		$135	$1,000
	4	WSDOT	SR-503, Fourth Plain to Main ITS Device Infill (PE)	$33		$7	$40
	5	C-TRAN	Open Trip Planner and Alerts System (All)	$128		$32	$160
	CMAQ Program Totals			**$2,261**	**$0**	**$366**	**$2,627**
STP-Region	1	Washougal	Evergreen/32nd St. Intersection (CN)	$850		$597	$1,447
STP-Urban	2	Vancouver	Mill Plain Blvd.-104th to Chkalov Dr. (CN) *Realignment of intersection*	$2,000		$320	$2,320
	3	Battle Ground	SR 502/SR 503 Right Turn Lanes (PE) *Add dedicated right turn lanes*	$144		$23	$166
	4	RTC	VAST/TSMO Coordination and Mgt. (PE)	$150		$23	$173
STP-Rural	1	La Center	4th St. and Pacific Highway Roundabout (CN)	$692		$695	$1,387
	STP (Regional) Program Totals			**$3,836**	**$0**	**$1,658**	**$5,494**
TAP	1	Battle Ground	Chelatchie Prairie Rail with Trail (CN)	$225		$380	$605
	2	La Center	LED Signs at Stonecreek and E. 4th St. (CN)	$47		$5	$52
	Transportation Alternatives Program Totals			**$272**	**$0**	**$385**	**$657**

2017 Summary

9/10/2015

Year of Expenditure Cost in Thousands of Dollars

Funding Type	Priority	Agency	Project Description	Federal Funds	State Funds	Local Funds	Total Funds
Discretionary	**Discretionary Totals**			**$0**	**$0**	**$0**	**$0**
HSIP	1	WSDOT	I-205/SB Off Ramp at Padden Parkway (CN)	$745		$15	$760
	1	WSDOT	SR-500/112th Av. To I-205-Add WB lane (PE)	$230		$10	$239
	1	WSDOT	SW Region/Regionwide Curve Warning Sign (PE)	$5		$0	$5
	1	WSDOT	SW Region/Regionwide High Friction Surface (PE)	$7		$0	$8
	1	WSDOT	SWR Regionwide Basic Safety-Signing (PE)	$1		$0	$1
	1	WSDOT	SWR Regionwide Safety-Soulder Rumble Strips (PE)	$6		$0	$6
	HSIP Totals			**$994**	**$0**	**$25**	**$1,019**
STP-State	1	WSDOT	Asphalt/Chip Seal Preservation (PE)	$71		$2	$73
	STP-State Program Totals			**$71**	**$0**	**$2**	**$73**
NHPP	1	WSDOT	Asphalt/Chip Seal Preservation (CN)	$3,147		$63	$3,210
	NHPP Program Totals			**$3,147**	**$0**	**$63**	**$3,210**
STP-BR	**BR Program Totals**			**$0**	**$0**	**$0**	**$0**
SRTS	1	Washougal	Jemtegaard Trail Improvements (PE)	$35		$0	$35
	SRTS Program Totals			**$35**	**$0**	**$0**	**$35**
State/Local	1	Clark County	Highway 99 Pedestrian/Bicycle Improvements (RW)		$390		$390
	1	Clark County	NE 119th Street, 50th Av. to 72nd Av. (RW)			$1,381	$1,381
	1	Port of Vancouver	West Vancouver Freight Access Grain Track (CN)		$1,425		$1,425
	1	WSDOT	SR-14/West Camas Slough Bridge (PE) (RW)		$1,000 $500		$1,000 $500
	1	WSDOT	SR-501/I-5 to Port of Vancouver (PE)		$1,000		$1,000
	1	WSDOT	SR-502/SR-503 Vic - Roadway Improvements (PE) (RW)		$300 $500		$300 $500
	State/Local Totals			**$0**	**$5,115**	**$1,381**	**$6,496**

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

Table 4: 2018 Summary

2018 Summary

9/10/2015 *Year of Expenditure Cost in Thousands of Dollars*

Funding Type	Priority	Agency	Project Description	Federal Funds	State Funds	Local Funds	Total Funds
Section 5307	1	C-TRAN	Preventative Maintenance	$4,752		$1,188	$5,940
	2	C-TRAN	Associated Transportation Improvements	$48		$12	$60
	Section 5307 Program Totals			**$4,800**	**$0**	**$1,200**	**$6,000**
Section 5310	1	C-TRAN	ADA Expansion	$285		$71	$356
	Section 5310 Program Totals			**$285**	**$0**	**$71**	**$356**
Section 5337	1	C-TRAN	Bus Replacement	$80		$20	$100
	Section 5337 Program Totals			**$80**	**$0**	**$20**	**$100**
Section 5339	1	C-TRAN	Bus Replacement	$582		$146	$728
	Section 5339 Program Totals			**$582**	**$0**	**$146**	**$728**
CMAQ	1	WSDOT	Vancouver Urban ITS Device Infill (CN)	$652		$143	$795
	2	WSDOT	SR-503, Fourth Plain to Main ITS Device Infill (CN)	$275		$60	$335
	3	Clark County	Signal Timing, Evaluation, Verification, Enhan. (CN)	$760		$190	$950
	4	C-TRAN	Bus Replacement-Hybrid (All)	$720		$180	$900
	5	Port of Vancouver	Port Connector Bike/Ped Path (CN)	$400		$300	$700
	6	Vancouver	Mill Plain Blvd. Arrival on Green (CN)	$73		$25	$98
	7	WSDOT	SR-14 ATIS Infill; I-5 to Evergreen (PE)	$67		$23	$90
	8	WSDOT	Centeralized Signal System (CN)	$149		$51	$200
	9	Vancouver	BRT Corridor Ft. Vancouver/McLoughlin Sidewalk (PE)	$108		$17	$125
	CMAQ Program Totals			**$3,203**	**$0**	**$989**	**$4,193**
STP-Region STP-Urban	1	Vancouver	NE 18th Street, Four Seasons to 136th Av. (CN) *Widen to 5-lanes, with sidewalk, path, bike lanes*	$4,000		$7,000	$11,000
	2	Battle Ground	SR 502/SR 503 Right Turn Lanes (RW) *Add dedicated right turn lanes*	$108		$17	$125
	3	Clark County	Highway 99 Pedestrian/Bicycle (PE)	$100		$0	$100
	4	RTC	VAST/TSMO Coordination and Mgt. (PE)	$205		$32	$237
	4	RTC	UPWP & CMP Support (PE)	$255		$40	$295
STP-Rural	1	P. of Ridgefield	Pioneer Street Railroad Overpass (CN)	$2,000	$7,468	$1,832	$11,300
	2	RTC	UPWP & CMP Support (PE)	$45		$7	$52
	STP (Regional) Program Totals			**$6,713**	**$7,468**	**$8,928**	**$23,109**

2018 Summary

9/10/2015

Year of Expenditure Cost in Thousands of Dollars

Funding Type	Priority	Agency	Project Description	Federal Funds	State Funds	Local Funds	Total Funds
TAP	1	Clark County	Highway 99 Pedestrian/Bicycle Improvements (CN)	$200	$220	$0	$420
	2	Port of Vancouver	Port Connector Bike/Ped Path (CN)	$100		$0	$100
	3	Vancouver	Vancouver Waterfront Trail (CN)	$600		$0	$600
	4	WFL	Main Avenue Access Improvements (CN)	$148		$2,910	$3,058
	Transportation Alternatives Program Totals			**$1,048**	**$220**	**$2,910**	**$4,178**
Discretionary	**Discretionary Totals**			**$0**	**$0**	**$0**	**$0**
HSIP	1	WSDOT	SW Region/Regionwide Curve Warning Sign (CN)	$47		$1	$48
	1	WSDOT	SW Region/Regionwide High Friction Surface (CN)	$66		$1	$68
	1	WSDOT	SWR Regionwide Basic Safety-Signing (CN)	$12		$0	$12
	1	WSDOT	SWR Regionwide Safety-Soulder Rumble Strips (CN)	$53		$1	$54
	HSIP Totals			**$178**	**$0**	**$4**	**$182**
STP-State	1	WSDOT	Asphalt/Chip Seal Preservation (CN)	$563		$11	$574
	STP-State Program Totals			**$563**	**$0**	**$11**	**$574**
NHPP	1	WSDOT	Asphalt/Chip Seal Preservation (PE)	$44		$2	$46
	2	WSDOT	I-5/NB Interstate Bridge-S. Tower Trunnion (CN)	$4,214		$86	$4,300
	NHPP Program Totals			**$4,214**	**$0**	**$86**	**$4,300**
STP-BR	**BR Program Totals**			**$0**	**$0**	**$0**	**$0**
SRTS	**SRTS Program Totals**			**$0**	**$0**	**$0**	**$0**
State/Local	1	Clark County	Highway 99 Corridor Improvements (RW)			$1,533	$1,533
	1	WSDOT	SR-502/SR-503 Vic - Roadway Improvements (CN)		$3,000		$3,000
	State/Local Totals			**$0**	**$3,000**	**$1,533**	**$4,533**

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

Table 5: 2019 Summary

2019 Summary

9/10/2015 *Year of Expenditure Cost in Thousands of Dollars*

Funding Type	Priority	Agency	Project Description	Federal Funds	State Funds	Local Funds	Total Funds
Section 5307	1	C-TRAN	Preventative Maintenance	$4,752		$1,188	$5,940
	2	C-TRAN	Associated Transportation Improvements	$48		$12	$60
	Section 5307 Program Totals			**$4,800**	**$0**	**$1,200**	**$6,000**
Section 5310	1	C-TRAN	ADA Expansion	$285		$71	$356
	Section 5310 Program Totals			**$285**	**$0**	**$71**	**$356**
Section 5337	1	C-TRAN	Bus Replacement	$80		$20	$100
	Section 5337 Program Totals			**$80**	**$0**	**$20**	**$100**
Section 5339	1	C-TRAN	Bus Replacement	$582		$146	$728
	Section 5339 Program Totals			**$582**	**$0**	**$146**	**$728**
CMAQ	1	Clark County	Working to Refine IntelliGent Hwy. Transportation (PE)	$685		$235	$920
	2	WSDOT	SR-14 ATIS Infill; I-5 to Evergreen (CN)	$753		$258	$1,011
	3	C-TRAN	Mill Plain TSP Phase II (All)	$196		$67	$263
	4	Vancouver	BRT Corridor Ft. Vancouver/McLoughlin Sidewalk (CN)	$822		$128	$950
	CMAQ Program Totals			**$2,456**	**$0**	**$688**	**$688**
STP-Region	1	Clark County	NE 10th Avenue, NE 154 to NE 164th Street (CN)	$1,840		$17,391	$19,231
STP-Urban	2	Clark County	NE 119th Street, 50th Av. to 72nd Av. (CN)	$1,885		$4,011	$5,896
	3	Clark County	Highway 99 Pedestrian/Bicycle (CN)	$200	$335	$81	$616
	4	Vancouver	Clark County Transportation Demand Mgt. (PE)	$350		$209	$559
	4	RTC	VAST/TSMO Coordination and Mgt. (PE)	$275		$43	$318
	4	RTC	UPWP & CMP Support (PE)	$300		$47	$347
STP-Rural	1	RTC	UPWP & CMP Support (PE)	$50		$8	$58
	STP (Regional) Program Totals			**$4,900**	**$335**	**$21,789**	**$27,024**
TAP	**Transportation Alternatives Program Totals**			**$0**	**$0**	**$0**	**$0**
Discretionary	**Discretionary Totals**			**$0**	**$0**	**$0**	**$0**
HSIP	1	WSDOT	SR-500/112th Av. To I-205-Add WB lane (CN)	$1,795		$37	$1,832
	HSIP Totals			**$1,795**	**$0**	**$37**	**$1,832**
STP-State	1	WSDOT	Asphalt/Chip Seal Preservation (PE)	$57		$2	$60
	STP-State Program Totals			**$57**	**$0**	**$2**	**$60**

2019 Summary

9/10/2015

Year of Expenditure Cost in Thousands of Dollars

Funding Type	Priority	Agency	Project Description	Federal Funds	State Funds	Local Funds	Total Funds
NHPP	1	WSDOT	Asphalt/Chip Seal Preservation (CN)	$684		$14	$698
	NHPP Program Totals			**$684**	**$0**	**$14**	**$698**
STP-BR	**BR Program Totals**			**$0**	**$0**	**$0**	**$0**
SRTS	**SRTS Program Totals**			**$0**	**$0**	**$0**	**$0**
State/Local	1	Camas	NW Brady Road Improvements (CN)		$6,000		$6,000
	1	WSDOT	SR-14/West Camas Slough Bridge (RW)		$19,000		$19,000
	1	WSDOT	SR-501/I-5 to Port of Vancouver (PE)		$5,000		$5,000
	1	WSDOT	SR-502/SR-503 Vic - Roadway Improvements (CN)		$2,900		$2,900
	State/Local Program Totals			**$0**	**$32,900**	**$0**	**$32,900**

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

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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.
16	4463(001)		BG13-02	28	0.240	CE	No	East Main Street	SE Rasmussen Boulevard	705,000	

Chelatchie Prairie Rail with Trail

Construct a paved shared trail adjacent to the existing railroad tracks.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2017	TAP(UL)	225,000		0	380,000	605,000
		Project Totals	**225,000**		**0**	**380,000**	**605,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	605,000	0	0	0
Totals	**0**	**605,000**	**0**	**0**	**0**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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.
12			BG11-08	03	0.000	CE	Yes	SR 503	SR 503	2,793,413	

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
PE	2017	STP(UL)	143,900		0	22,500	166,400
RW	2018	STP(UL)	108,100		0	16,900	125,000
		Project Totals	**252,000**		**0**	**39,400**	**291,400**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	166,400	0	0	0
RW	0	0	125,000	0	0
Totals	**0**	**166,400**	**125,000**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Battle Ground	**477,000**	**0**	**419,400**	**896,400**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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	1,775,000	

ADA Expansion

Provide for additional ADA services through the purchase of items such as technology hardware and software to support travel training, transportation services, and mobility management.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
ALL	2016		5310	565,000		0	141,250	706,250
ALL	2017		5310	285,000		0	71,250	356,250
ALL	2018		5310	285,000		0	71,250	356,250
ALL	2019		5310	285,000		0	71,250	356,250
			Project Totals	**1,420,000**		**0**	**355,000**	**1,775,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	706,250	356,250	356,250	356,250	0
Totals	**706,250**	**356,250**	**356,250**	**356,250**	**0**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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-04801	23	0.000	CE	No	District Wide	District Wide	348,326	

Associated Transportation Improvements

Projects that enhance transit service use and are physically or functionally related to transit facilities.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
ALL	2016		5307	63,814		0	15,954	79,768
ALL	2017		5307	48,000		0	12,000	60,000
ALL	2018		5307	48,000		0	12,000	60,000
ALL	2019		5307	48,000		0	12,000	60,000
			Project Totals	**207,814**		**0**	**51,954**	**259,768**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	79,768	60,000	60,000	60,000	0
Totals	**79,768**	**60,000**	**60,000**	**60,000**	**0**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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	5,031,250	

Bus Replacement

Purchase approximately 5-8 vehicles depending on size and configuration. Some of these vehicles will be hybrid. Actual size and type of vehicle to be determined later.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
ALL	2016	5337	155,000		0	38,750	193,750
ALL	2016	5339	1,164,000		0	291,000	1,455,000
ALL	2017	5339	582,000		0	145,500	727,500
ALL	2017	5337	80,000		0	20,000	100,000
ALL	2018	CMAQ	720,000		0	180,000	900,000
ALL	2018	5337	80,000		0	20,000	100,000
ALL	2018	5339	582,000		0	145,500	727,500
ALL	2019	5337	80,000		0	20,000	100,000
ALL	2019	5339	582,000		0	145,500	727,500
		Project Totals	**4,025,000**		**0**	**1,006,250**	**5,031,250**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	1,648,750	827,500	1,727,500	827,500	0
Totals	**1,648,750**	**827,500**	**1,727,500**	**827,500**	**0**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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.
14			WA-08447	23	9.300	CE	No	I-5	Fisher's Landing TC	262,500	

Mill Plain TSP Phase II

Implement traffic signal priority on remaining intersections along Mill Plain between the I-5 Southbound ramps and 164th Ave and to extend traffic signal priority onto 164th to the Fisher's Landing Transit Center.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
ALL	2019	CMAQ	195,500		0	67,000	262,500
		Project Totals	**195,500**		**0**	**67,000**	**262,500**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	195,555	0
Totals	**0**	**0**	**0**	**195,555**	**0**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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.
11			WA-07324	23	0.000	CE	No	District Wide	District Wide	160,000	

Open Trip Planner and Alerts System

Provide user access to traveler information applications for more accurate trip planning.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
ALL	2017	CMAQ	128,000		0	32,000	160,000
		Project Totals	**128,000**		**0**	**32,000**	**160,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	160,000	0	0	0
Totals	**0**	**160,000**	**0**	**0**	**0**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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	25,717,084	

Preventative Maintenance

For maintenance of transit assets.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
ALL	2016	5307	6,317,667		0	1,579,417	7,897,084
ALL	2017	5307	4,752,000		0	1,188,000	5,940,000
ALL	2018	5307	4,752,000		0	1,188,000	5,940,000
ALL	2019	5307	4,752,000		0	1,188,000	5,940,000
		Project Totals	**20,573,667**		**0**	**5,143,417**	**25,717,084**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	7,897,084	5,940,000	5,940,000	5,940,000	0
Totals	**7,897,084**	**5,940,000**	**5,940,000**	**5,940,000**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for C-TRAN	**26,549,981**	**0**	**6,655,621**	**33,205,602**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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.
16	7027(003)		01-2015	04	0.630	CE	Yes	NW 16th Avenue	500' N of NW 25th Ave	7,400,000	

NW Brady Road Improvements

Improve to urban standards with three lanes, sidewalks, storm system, illumination, and utilities.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2016		0		0	800,000	800,000
CN	2019		0	CWA	6,000,000	0	6,000,000
		Project Totals	**0**		**6,000,000**	**800,000**	**6,800,000**

Expenditure Schedule

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

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Camas	**0**	**6,000,000**	**800,000**	**6,800,000**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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.
08	06IE(001)		WA-05168	14	0.010	CE	Yes	NE 156th St	at NE 102nd Ave	782,000	

Brush Prairie Bridge

Seismic retrofit and scour mitigation of bridge.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2016	STP(BR)	369,550		0	37,450	407,000
		Project Totals	**369,550**		**0**	**37,450**	**407,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	407,000	0	0	0	0
Totals	**407,000**	**0**	**0**	**0**	**0**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
07	E068(001)		WA-07320	04	2.370	CE	Yes	NE 10th Ave	NW Hillhurst Rd	2,738,000	

Carty Road Reconstruction

Replace culvert, improve sight distances, asphalt overlay, and add/upgrade guardrail

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2016	STP(R)	1,270,000		0	1,055,000	2,325,000
		Project Totals	**1,270,000**		**0**	**1,055,000**	**2,325,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	750,000	1,016,300	0	0	0
Totals	**750,000**	**1,016,300**	**0**	**0**	**0**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
07	000S(406)		WA-07521	21	8.000	CE	No	Various	Various	1,914,165	

Hayes, Washougal River and Lockwood Creek Roads Safety Improvements

Install/Upgrade guardrail and end terminals, construct walls, improve slopes and shoulders, and likely relocate utility poles.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2016	HSIP	1,653,617		0	0	1,653,617
		Project Totals	**1,653,617**		**0**	**0**	**1,653,617**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,653,617	0	0	0	0
Totals	**1,653,617**	**0**	**0**	**0**	**0**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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.
14	0099(129)		WA-02792	03	0.550	CE	Yes	NE 99th Street Vicinity	NE 103rd Street Vicinity	13,183,000	

Highway 99 Corridor Improvements

This project will improve Highway 99 to a 4-lane principal arterial standard with raised medians and/or center turn lanes, bike lanes, sidewalks, and signal upgrades. This project will complete a corridor study to determine the best breaks in phasing the construction of Highway 99. The first phase of construction will be at the intersection of Highway 99 and NE 99th Street.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2018		0		0	1,533,000	1,533,000
		Project Totals	**0**		**0**	**1,533,000**	**1,533,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	0	0	1,533,000	0	0
CN	0	0	0	0	9,756,000
Totals	**0**	**0**	**1,533,000**	**0**	**9,756,000**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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.
14	4253(014)		WA-08016	28	0.750	CE	Yes	NE 63rd St	NE 78th St	1,775,950	

Highway 99 Pedestrian/Bicycle Improvements

Construct and widen sidewalk, remove or adjust utilities, ADA and APS upgrades, add midblock pedestrian crossing and HAWK signal, enhance bike lane striping, transit stop relocations or upgrades.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2018	STP(UL)	100,000		0	0	100,000
RW	2017		0	Ped/Bike Program	390,000	0	390,000
CN	2018	TAP(UL)	200,000	TIB	220,000	0	420,000
CN	2019	STP(UL)	200,000	Ped/Bike Program	335,000	80,950	615,950
		Project Totals	**500,000**		**945,000**	**80,950**	**1,525,950**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	112,000	238,000	0	0
RW	0	200,000	190,000	0	0
CN	0	0	420,000	615,950	0
Totals	**0**	**312,000**	**848,000**	**615,950**	**0**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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.
17	4201(002)		WA-04796	08	0.500	DCE	Yes	NE 154th Street	NE 164th Street	24,896,000	

NE 10th Avenue (NE 154 to NE 164th Street)

Construct a bridge over Whipple Creek and associated approaches. Road improvements include two travel lanes, intersection improvements, sidewalk, and bicycle lanes. Drainage and stormwater treatment throughout the project area and addressing required environmental mitigation. Sewer lines will also be installed.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2016		0		0	2,496,000	2,496,000
CN	2019	STP(UL)	1,840,000		0	17,391,000	19,231,000
		Project Totals	**1,840,000**		**0**	**19,887,000**	**21,727,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	1,000,000	1,496,000	0	0	0
CN	0	0	0	19,231,000	0
Totals	**1,000,000**	**1,496,000**	**0**	**19,231,000**	**0**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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.
16	4430(005)		WA-07326	04	0.640	CE	Yes	NE 50th Avenue Vicinity	NE 72nd Avenue Vicinity	8,102,000	

NE 119th Street (NE 50th Avenue to NE 72nd Avenue)

This project will improve NE 119th Street to a three-lane minor arterial standard, adding a continuous center turn lane, bicycle lanes, sidewalks, drainage and mitigation. Utilities will be installed and/or improved.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2017		0		0	1,381,000	1,381,000
CN	2019	STP(UL)	1,885,000		0	4,011,000	5,896,000
		Project Totals	**1,885,000**		**0**	**5,392,000**	**7,277,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	400,000	981,000	0	0	0
CN	0	0	0	5,896,000	0
Totals	**400,000**	**981,000**	**0**	**5,896,000**	**0**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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.
14	9906(046)		WA-07322	44	15.200	CE	No	NW 139th St	Padden Pkwy	1,155,000	

Signal Timing, Evaluation, Verification and Enhancement

Install Intelligent Transportation System (ITS) devices, collect and analyze data in real-time

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2018		CMAQ	760,000		0	190,000	950,000
			Project Totals	**760,000**		**0**	**190,000**	**950,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	850,000	100,000	0	0	0
Totals	**850,000**	**100,000**	**0**	**0**	**0**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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.
16			WA-08160	44	1.000	CE	No	NE 20th Ave	NW 2nd Ave	920,000	

Working to Refine IntelliGent Highway Transportation (WRIGHT)

Non construction traffic signal system upgrades: Add Adaptive Signal System and Transit Signal Priority Reporting, Street Sync backup and DIVA video sharing software to central traffic control center.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2019	CMAQ	685,400		0	234,600	920,000
		Project Totals	**685,400**		**0**	**234,600**	**920,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	920,000	0
Totals	**0**	**0**	**0**	**920,000**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Clark Co.	**8,963,567**	**945,000**	**28,410,000**	**38,318,567**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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.
07	D063(003)		WA-04003	03	0.120	CE	No	Pacific Highway	Pacific Highway	1,587,400	

4th St and Pacific Highway Roundabout

Intersection Improvement. Construct roundabout to meet LOS standard and pedestrian and traffic safety.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2017	STP(R)	692,000		0	695,400	1,387,400
		Project Totals	**692,000**		**0**	**695,400**	**1,387,400**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	1,387,400	0	0	0
Totals	**0**	**1,387,400**	**0**	**0**	**0**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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.
07			WA-07639	21	0.100	CE	No	Stonecreek Dr.		59,100	

LED signs at Stonecreek and E. 4th Street

Place LED pedestrian sign and advanced LED signs at 4th Street and Stonecreek Drive for pedestrians and bicyclists.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2016		0		0	7,400	7,400
CN	2017	TAP(R)	47,000		0	4,700	51,700
		Project Totals	**47,000**		**0**	**12,100**	**59,100**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	7,400	0	0	0	0
CN	0	51,700	0	0	0
Totals	**7,400**	**51,700**	**0**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for La Center	**739,000**	**0**	**707,500**	**1,446,500**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

County: Clark

Agency: Port of Ridgefield

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
07	1085(004)		WA-02739	22	0.340	CE	Yes	Division St.	Main St.	17,809,000	

Pioneer Street Railroad Overpass

Construct third phase of vehicle/pedestrian overpass over the BNSF Railway (BNSF) north-south mainline in the City of Ridgefield, Washington, and removal of two existing grade crossings. Major work elements will be over-crossing structure, retaining walls, new roadway, curbs and sidewalks, illumination, traffic signal, storm sewers and replacement of lift station. Phase I of this project includes approximately 200' of Pioneer Street west of Main Ave. adjacent to Overlook Park. Phase II of the project includes approximately 850' approach road on west side of project. Phase III includes the construction of the over-crossing structure.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2016		0	CWA	300,000	0	300,000
CN	2018	STP(R)	2,000,000	CWA	7,468,000	1,832,000	11,300,000
		Project Totals	**2,000,000**		**7,768,000**	**1,832,000**	**11,600,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	300,000	0	0	0	0
CN	0	0	11,300,000	0	0
Totals	**300,000**	**0**	**11,300,000**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Port of Ridgefield	**2,000,000**	**7,768,000**	**1,832,000**	**11,600,000**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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.
14	1350(024)		WA-05750	28	0.330	CE	No	Port Office	Gateway Av.	893,811	

Port Connector Bike/Ped Path

Construct a multimodal path. Project will include raised platform, landscaping, street furniture, and signage.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2018	CMAQ	400,000		0	300,000	700,000
CN	2018	TAP(UL)	100,000		0	0	100,000
		Project Totals	**500,000**		**0**	**300,000**	**800,000**

Expenditure Schedule

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

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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.
00			WA-08555	44	7.000	EA	No	Port of Vancouver	Port of Vancouver	16,300,000	1

West Vancouver Freight Access Grain Track Unit Train Improvements

Add several spurs to the existing rail facility in order to facilitate expansion of grain offloading capacity within the port property.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2016		0	FMSIB	1,000,000	13,400,000	14,400,000
CN	2016		0	CWA	475,000	0	475,000
CN	2017		0	CWA	1,425,000	0	1,425,000
		Project Totals	**0**		**2,900,000**	**13,400,000**	**16,300,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	10,000,000	6,300,000	0	0
Totals	**0**	**10,000,000**	**6,300,000**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Port of Vancouver	**500,000**	**2,900,000**	**13,700,000**	**17,100,000**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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	751,445	

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 Fund Code	State Funds	Local Funds	Total
PE	2018	STP(UL)	255,000		0	39,798	294,798
PE	2018	STP(R)	45,000		0	7,023	52,023
PE	2019	STP(UL)	300,000		0	46,821	346,821
PE	2019	STP(R)	50,000		0	7,803	57,803
		Project Totals	**650,000**		**0**	**101,445**	**751,445**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	346,821	404,624	0
Totals	**0**	**0**	**346,821**	**404,624**	**0**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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	728,323	

VAST/TSMO Coordination and Management

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

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2017	STP(UL)	150,000		0	23,410	173,410
PE	2018	STP(UL)	205,000		0	31,994	236,994
PE	2019	STP(UL)	275,000		0	42,919	317,919
		Project Totals	**630,000**		**0**	**98,323**	**728,323**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	173,410	236,994	317,919	0
Totals	**0**	**173,410**	**236,994**	**317,919**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for RTC	**1,280,000**	**0**	**199,768**	**1,479,768**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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.
16			WA-08176	28	0.200	CE	No	G Street	Clark College Entrance	1,075,000	

BRT Corridor Fort Vancouver Way/Mcloughlin Sidewalk Infill and Pedestrian Signal Upgrade

Install sidewalks, curb ramps, and HAWK signal in the vicinity of Clark College in order to provide improved pedestrian access to proposed BRT along Fort Vancouver Way.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2018	CMAQ	108,000		0	17,000	125,000
CN	2019	CMAQ	821,700		0	128,300	950,000
		Project Totals	**929,700**		**0**	**145,300**	**1,075,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	125,000	0	0
CN	0	0	0	950,000	0
Totals	**0**	**0**	**125,000**	**950,000**	**0**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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.
00			WA-08173	44	0.000	CE	No	County wide	County wide	559,000	

Clark County Transportation Demand Management Program

Project will implement several Transportation Demand Management strategies for the Clark County region. Targeted areas include ClarkCommute.org website, CTR affected worksites, Destination Downtown, West Side Industrial Area, and Clark College.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2019	STP(UL)	350,000		0	209,000	559,000
		Project Totals	**350,000**		**0**	**209,000**	**559,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	559,000	0
Totals	**0**	**0**	**0**	**559,000**	**0**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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.
19	9906(041)		WA-04778	28	0.500	CE	Yes	Fourth Plain Blvd	27th Street	1,042,000	

Fourth Plain Subarea Sidewalk Infill Project

Improve pedestrian facilities along Neals Lane and Rossiter Lane in the vicinity of Fourth Plain Boulevard.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2017	CMAQ	380,000		0	59,000	439,000
		Project Totals	**380,000**		**0**	**59,000**	**439,000**

Expenditure Schedule

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

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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.
16	4253(013)		WA-04777	24	2.000	CE	No	6th Street	49th Street	1,060,000	

Main St. - Columbia St. Traffic Signal Integration

Interconnect existing signals along Main/Columbia Street starting at 6th Street up to 49th Street.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2017	CMAQ	855,000		0	133,000	988,000
		Project Totals	**855,000**		**0**	**133,000**	**988,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	988,000	0	0	0
Totals	**0**	**988,000**	**0**	**0**	**0**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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.
14	4242(025)		WA-04116	21	0.050	DCE	Yes	NE 104th Avenue	NE Chkalov Drive	4,590,000	

Mill Plain Blvd. - 104th to NE Chkalov Dr.

Safety improvement project that includes signal improvements, access management, channelization, and realignment of 104th Avenue.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2017	STP(UL)	2,000,000		0	320,000	2,320,000
		Project Totals	**2,000,000**		**0**	**320,000**	**2,320,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	2,320,000	0	0	0
Totals	**0**	**2,320,000**	**0**	**0**	**0**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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.
14			WA-08177	44	4.300	CE	No	Andresen Road	155th Avenue	97,600	

Mill Plain Boulevard Arrival on Green Improvement Project

Install signal equipment at multiple signalized intersections along Mill Plain Boulevard from Andresen to 155th Avenue. The new equipment help improve signal coordination along the corridor.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2018	CMAQ	72,700		0	24,900	97,600
		Project Totals	**72,700**		**0**	**24,900**	**97,600**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	0	97,600	0	0
Totals	**0**	**0**	**97,600**	**0**	**0**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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.
14	4254(005)		WA-04776	03	1.000	EA	Yes	Four Seasons Lane	136th Avenue	14,237,000	

NE 18th Street, Four Seasons to 136th Ave.

Improve substandard principal arterial to urban arterial standards, with 5 travel lanes, sidewalk, path, and bicycle lanes. PE phase was completed under project 4254(004).

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2018	STP(UL)	4,000,000		0	7,000,000	11,000,000
		Project Totals	**4,000,000**		**0**	**7,000,000**	**11,000,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	0	11,000,000	0	0
Totals	**0**	**0**	**11,000,000**	**0**	**0**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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.
00			WA-04866	28	0.700	DCE	Yes	Columbia Street	Lincoln Avenue	6,524,068	

Vancouver Waterfront Trail

The Vancouver Waterfront Trail Project will construct a trail and trail amenities, such as benches and lights from Columbia to Lincoln.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2016	Discretionary	500,000		0	0	500,000
CN	2016		0		0	674,068	674,068
CN	2018	TAP(UL)	600,000		0	0	600,000
		Project Totals	**1,100,000**		**0**	**674,068**	**1,774,068**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,174,068	0	600,000	0	0
Totals	**1,174,068**	**0**	**600,000**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Vancouver	**9,687,400**	**0**	**8,565,268**	**18,252,668**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

County: Clark

Agency: Washougal

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
19			WA-08664	08	0.400	DCE	No	Evergreen Way	J Street	522,309	

34th Street Improvements SRTS

The project will construct 5 foot sidewalks along the west side of 34th Street between Evergreen Way and “J” Street. This project will provide a safe route for school kids to walk and bike to and from Gause Elementary and Washougal High School; this work also includes new pavement markings, signage, illumination, drainage improvements, and road patching; thus enlarging the “active transportation” catchment area by over 70 homes.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2016	SRTS	50,580		0	0	50,580
CN	2016	SRTS	419,498		0	52,231	471,729
		Project Totals	**470,078**		**0**	**52,231**	**522,309**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	50,580	0	0	0	0
CN	471,729	0	0	0	0
Totals	**522,309**	**0**	**0**	**0**	**0**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

County: Clark

Agency: Washougal

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14	7071(002)		WA-01574	04	0.100	CE	Yes	32nd Street	32nd Street	1,728,361	

Evergreen Way/32nd Street Improvements

Reconstruct intersection at Evergreen and 32nd St. including new signal, widened thru and turn lanes, new bike lanes, pedestrian facilities, median installations, new pavement, and utilities.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2017	STP(UL)	850,000		0	597,000	1,447,000
		Project Totals	**850,000**		**0**	**597,000**	**1,447,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	1,447,000	0	0	0
Totals	**0**	**1,447,000**	**0**	**0**	**0**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

County: Clark

Agency: Washougal

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00	7099(001)		WA-06484	28	0.340	EA	No	Jemtegaard School	Sunset View Road	599,305	

Jemtegaard Trail Improvements

Construct off site path, pedestrian bridge, and sidewalk for bicyclists and pedestrians to and from Jemtegaard Middle School and neighborhoods to the north.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2016	SRTS	451,000		0	0	451,000
		Project Totals	**451,000**		**0**	**0**	**451,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	451,000	0	0	0	0
Totals	**451,000**	**0**	**0**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Washougal	**1,771,078**	**0**	**649,231**	**2,420,309**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

County:

Agency: Western Federal Lands

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			WA-08059	28	0.420	DCE	Yes	370' S. of City Limits	Near NE 291st St.	3,654,128	

Main Avenue Access Improvements

Construct paved multi-use pathway for pedestrians and cyclists along Main Avenue, including bridge over Gee Creek.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2016		0		0	585,776	585,776
RW	2016		0		0	10,000	10,000
CN	2018	TAP(R)	148,000		0	2,910,352	3,058,352
		Project Totals	**148,000**		**0**	**3,506,128**	**3,654,128**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	585,776	0	0	0	0
RW	10,000	0	0	0	0
CN	0	0	3,058,352	0	0
Totals	**595,776**	**0**	**3,058,352**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Western Federal Lands	**148,000**	**0**	**3,506,128**	**3,654,128**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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(716)	400016S	400016S06	21		CE	No	Varies	Varies	120,845	

15-17 SWR Regionwide Basic Safety - Signing

Update signing at various locations to address worn and/or non-reflective signing. See also NonSWW RTPO record.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2016	STP	106,178		0	2,167	108,345
		Project Totals	**106,178**		**0**	**2,167**	**108,345**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	108,345	0	0	0	0
Totals	**108,345**	**0**	**0**	**0**	**0**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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		BPSWWA	BPSWWA06	05		CE	No	Varies	Varies	8,356,721	

Asphalt/Chip Seal Preservation Southwest Washington Regional Transportation - MPO

Resurface the roadway with chip seal or hot mix asphalt.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2016		NHPP	91,763		0	3,671	95,434
PE	2017		STP	70,963		0	2,299	73,262
PE	2018		NHPP	44,101		0	1,764	45,865
PE	2019		STP	57,317		0	2,293	59,610
CN	2016		NHPP	432,966		0	0	432,966
CN	2016		STP	1,734,381		0	43,347	1,777,728
CN	2017		NHPP	3,147,466		0	62,949	3,210,415
CN	2018		STP	562,514		0	11,250	573,764
CN	2019		NHPP	684,450		0	13,689	698,139
			Project Totals	**6,825,921**		**0**	**141,262**	**6,967,183**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	95,434	73,262	45,865	59,610	0
CN	2,210,694	3,210,415	573,764	698,139	1,389,538
Totals	**2,306,128**	**3,283,677**	**619,629**	**757,749**	**1,389,538**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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		400018Q	400018Q06	44		CE	No	N/A	N/A	200,000	

Centralized Signal System - Joint ATMS throughout Clark County

Purchase and implement a signal controller application that will operate with our partners' assets and equipment.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2018	CMAQ	149,000		0	51,000	200,000
		Project Totals	**149,000**		**0**	**51,000**	**200,000**

Expenditure Schedule

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

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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.
11	2051(285)	420515J	420515J06	21	0.010	CE	No	33.05	33.06	916,238	

I-205/SB Off Ramp at Padden Parkway - Intersection Improvements

Intersection Improvements.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2017	HSIP	744,838		0	15,200	760,038
		Project Totals	**744,838**		**0**	**15,200**	**760,038**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	497,173	262,865	0	0
Totals	**0**	**497,173**	**262,865**	**0**	**0**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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.
11		400518T	400518T06	40	0.270	CE	No	0	0.27	4,784,000	

I-5/NB Interstate Bridge - South Tower Trunnion Replacement

Repair existing bridge by replacing lift span trunnion shaft on the south tower. This includes WSDOT's portion of 50% of the total, which is shared with ODOT.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2016		NHPP	464,640		0	19,360	484,000
CN	2018		NHPP	4,214,000		0	86,000	4,300,000
			Project Totals	**4,678,640**		**0**	**105,360**	**4,784,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	167,132	165,362	136,164	0	0
CN	0	0	8,883	3,918,144	372,973
Totals	**167,132**	**165,362**	**145,047**	**3,918,144**	**372,973**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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.
11	0051(098)	400514J	400514J06	21	0.020	CE	No	2.34	2.36	230,718	

I-5/NB NE 39th St & SR 500/NE 15th Ave - Intersection Improvements

Provide safety improvements at intersections.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2016	HSIP	164,483		0	3,356	167,839
		Project Totals	**164,483**		**0**	**3,356**	**167,839**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	167,839	0	0	0	0
Totals	**167,839**	**0**	**0**	**0**	**0**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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.
11	0051(296)	400515I	400515I06	21	0.040	CE	No	1.56	1.60	517,030	

I-5/Northbound Off Ramp at Fourth Plain Blvd - Intersection Improvements

Modify the NB ramp angle and radius to reduce collisions.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2016	HSIP	403,985		0	8,245	412,230
		Project Totals	**403,985**		**0**	**8,245**	**412,230**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	412,230	0	0	0	0
Totals	**412,230**	**0**	**0**	**0**	**0**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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		401417Q	401417Q06	44	3.200	CE	No	0	3.20	1,100,000	

SR 14 ATIS Infill; I-5 to Evergreen

Install fiber optic communication link, data stations and cameras.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2018		CMAQ	67,000		0	23,000	90,000
CN	2019		CMAQ	752,400		0	257,600	1,010,000
			Project Totals	**819,400**		**0**	**280,600**	**1,100,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	90,000	0	0
CN	0	0	0	1,010,000	0
Totals	**0**	**0**	**90,000**	**1,010,000**	**0**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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		401419A	401419A06	13		DCE	Yes	12.16	13.21	25,000,000	

SR 14/West Camas Slough Bridge - Bridge Widening

Widen bridge.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2016		0	CWA	1,500,000	0	1,500,000
PE	2017		0	CWA	1,000,000	0	1,000,000
RW	2017		0	CWA	500,000	0	500,000
CN	2019		0	CWA	19,000,000	0	19,000,000
		Project Totals	**0**		**22,000,000**	**0**	**22,000,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	1,500,000	1,000,000	0	0	0
RW	0	500,000	0	0	0
CN	0	0	0	19,000,000	3,000,000
Totals	**1,500,000**	**1,500,000**	**0**	**19,000,000**	**3,000,000**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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		450012E	450012E06	21	0.240	DCE	No	4.66	4.90	2,070,700	

SR 500/112th Ave to I-205 - Add WB Auxiliary Lane

Extend two-lane section on ramp.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2017		HSIP	229,632		0	9,568	239,200
CN	2019		HSIP	1,794,870		0	36,630	1,831,500
			Project Totals	**2,024,502**		**0**	**46,198**	**2,070,700**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	239,200	0	0	0
CN	0	0	0	1,831,500	0
Totals	**0**	**239,200**	**0**	**1,831,500**	**0**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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.
16		450119A	450119A06	04	5.010	CE	No	0	5.01	6,000,000	

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

Remove high points in the roadway and reconstruct traffic signals to allow movement of large vehicles.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2017		0	CWA	1,000,000	0	1,000,000
CN	2019		0	CWA	5,000,000	0	5,000,000
		Project Totals	**0**		**6,000,000**	**0**	**6,000,000**

Expenditure Schedule

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

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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		450218W	450218W06	03		DCE	Yes	6.70	7.56	7,700,000	

SR 502/SR 503 Vic - Roadway Improvements

Provide congestion relief at the intersection of SR 502 and SR 503.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2016			0	CWA	500,000	0	500,000
PE	2017			0	CWA	300,000	0	300,000
RW	2016			0	CWA	500,000	0	500,000
RW	2017			0	CWA	500,000	0	500,000
CN	2018			0	CWA	3,000,000	0	3,000,000
CN	2019			0	CWA	2,900,000	0	2,900,000
			Project Totals	**0**		**7,700,000**	**0**	**7,700,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	500,000	300,000	0	0	0
RW	500,000	500,000	0	0	0
CN	0	0	3,000,000	2,900,000	0
Totals	**1,000,000**	**800,000**	**3,000,000**	**2,900,000**	**0**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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		450317Q	450317Q06	44	8.200	CE	No	0.00	8.20	1,100,000	

SR 503 ATIS Infill-I/S Bypass; 4th Plain to Main St. and Signal Study

Infill with arterial variable message signs, data stations, surveillance cameras & ethernet conversions. In addition, this project will fund an investigation of demand-responsive or adaptive signalized corridor between Fourth Plain Blvd. and NE 119th Street.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2017	CMAQ	865,000		0	135,000	1,000,000
		Project Totals	**865,000**		**0**	**135,000**	**1,000,000**

Expenditure Schedule

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

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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.
06	0503(030)	400014S	400014S06	21	0.000	CE	No	Various	Various	79,207	

SR 503, 503 Spur, 504 and 505 - Centerline Rumble Strips

Install centerline rumble strips - multiple routes.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2016	HSIP	65,753		0	1,342	67,095
		Project Totals	**65,753**		**0**	**1,342**	**67,095**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	67,096	0	0	0	0
Totals	**67,096**	**0**	**0**	**0**	**0**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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		450317T	450317T06	44	8.200	CE	No	0	8.20	375,000	

SR 503, Fourth Plain to Main Street ITS Device Infill

Finalize the Southwest Region ITS plan's communications and ATIS device infill for the SR 503 corridor.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2017	CMAQ	32,800		0	7,200	40,000
CN	2018	CMAQ	274,700		0	60,300	335,000
		Project Totals	**307,500**		**0**	**67,500**	**375,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	40,000	0	0	0
CN	0	0	335,000	0	0
Totals	**0**	**40,000**	**335,000**	**0**	**0**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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		450316S	450316S06	21	0.080	CE	No	0.98	1.06	388,040	

SR 503/Padden Parkway - Intersection Improvements

Enhance the safety of the intersection.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2016		HSIP	287,845		0	5,875	293,720
			Project Totals	**287,845**		**0**	**5,875**	**293,720**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	293,720	0	0	0	0
Totals	**293,720**	**0**	**0**	**0**	**0**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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(708)	400016F	400016F06	21		CE	No	Varies	Varies	455,000	

SW Region/Clark County Locations - High Friction Surfacing

Install high friction surface treatment at three locations.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2016		HSIP	392,000		0	8,000	400,000
			Project Totals	**392,000**		**0**	**8,000**	**400,000**

Expenditure Schedule

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

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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		400018S	400018S06	21		CE	No	Varies	Varies	53,357	

SW Region/Regionwide Curve Warning Sign Update

Update curve signing.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2017		HSIP	5,122		0	213	5,335
CN	2018		HSIP	47,062		0	960	48,022
			Project Totals	**52,184**		**0**	**1,173**	**53,357**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	5,335	0	0	0
CN	0	0	48,022	0	0
Totals	**0**	**5,335**	**48,022**	**0**	**0**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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		400018F	400018F06	21			No	Varies	Varies	75,000	

SW Region/Regionwide High Friction Surface Installation

Install high-friction surface treatment on roadways throughout the Region.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2017	HSIP	7,350		0	150	7,500
CN	2018	HSIP	66,150		0	1,350	67,500
		Project Totals	**73,500**		**0**	**1,500**	**75,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	7,500	0	0	0
CN	0	0	67,500	0	0
Totals	**0**	**7,500**	**67,500**	**0**	**0**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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(717)	400015I	400015I06	21		CE	No	Varies	Varies	240,800	

SWR - Intersection Safety Implementation Program

Implement signing and pavement marking enhancements at stop-controlled intersections within Clark County.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2016	HSIP	203,840		0	4,160	208,000
		Project Totals	**203,840**		**0**	**4,160**	**208,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	208,000	0	0	0	0
Totals	**208,000**	**0**	**0**	**0**	**0**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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		400015G	400015G20	21		CE	No	Various	Various	424,000	

SWR Regionwide Basic Safety - Guardrail 2015-17

Adjust or replace deficient guardrail safety features.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2016		STP	367,000		0	7,000	374,000
			Project Totals	**367,000**		**0**	**7,000**	**374,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	374,000	0	0	0	0
Totals	**374,000**	**0**	**0**	**0**	**0**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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		400017T	400017T06	06		CE	No	Varies	Varies	13,256	

SWR Regionwide Basic Safety - Signing 2017-2019

Update signing at various locations throughout the Region.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2017	HSIP	1,206		0	50	1,256
CN	2018	HSIP	11,760		0	240	12,000
		Project Totals	**12,966**		**0**	**290**	**13,256**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	1,256	0	0	0
CN	0	0	12,000	0	0
Totals	**0**	**1,256**	**12,000**	**0**	**0**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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		400016A	400016A06	28		CE	No	Various	Various	855,870	

SWR Regionwide Curb Ramps - ADA Compliance

Install or upgrade ADA curb ramps throughout the Region.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2016	STP	683,668		0	13,952	697,620
		Project Totals	**683,668**		**0**	**13,952**	**697,620**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	697,620	0	0	0	0
Totals	**697,620**	**0**	**0**	**0**	**0**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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		400018R	400018R06	21		CE	No	Varies	Varies	60,000	

SWR Regionwide Safety - Shoulder Rumble Strips Phase II

Install shoulder rumble strips throughout SW Region.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2017		HSIP	5,760		0	240	6,000
CN	2018		HSIP	52,920		0	1,080	54,000
			Project Totals	**58,680**		**0**	**1,320**	**60,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	6,000	0	0	0
CN	0	0	54,000	0	0
Totals	**0**	**6,000**	**54,000**	**0**	**0**

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 25, 2015**

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(722)	400016T	400016T06	44		CE	No	Various	Various	875,000	

Vancouver Urban ITS Device Infill

Install remaining traffic surveillance cameras and detection within Clark County on I-5, I-205 and SR 14.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2018	CMAQ	651,900		0	143,100	795,000
		Project Totals	**651,900**		**0**	**143,100**	**795,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	0	795,000	0	0
Totals	**0**	**0**	**795,000**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - SW	**19,938,783**	**35,700,000**	**1,043,600**	**56,682,383**

APPENDICES

APPENDIX A: Major Project List

APPENDIX B: CMAQ Air Quality Projects

APPENDIX C: Public Comments

APPENDIX D: 2016-2019 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 2015-2018 TIP:

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

Table 6: Major Projects from 2015-2018 TIP That Were Implemented (Obligated)

Funding Program	Agency	Project Name	Phase	Federal Funds	State Funds	Local Funds	Total Funds
STP-UL	Camas	NW Brady Way, 16th to 25th Av.	PE	$339,000		$261,000	$600,000
CMAQ	Clark County	Orchards Traffic Signal Optimization	CN	$3,200,000		$1,254,965	$4,254,965
STP-UL	Clark County	NE 94th Avenue, Padden to 99th Street	CN	$3,400,000	$1,412,000	$2,067,000	$6,879,000
STP-R	Clark County	Carty Road Reconstruction	PE	$30,000		$376,700	$406,700
STP-UL	Vancouver	SE 1st Street, 162nd Av. to 192nd Av.	RW	$1,000,000		$156,069	$1,156,069
CMAQ/NHPP	WSDOT	SR-14 Traveler Information	CN	$1,071,875		$228,125	$1,300,000

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

Table 7: Major Projects from 2015-2018 TIP That Were Delayed

Funding Program	Agency	Project Name	Phase	Federal Funds	State Funds	Local Funds	Total Funds
CMAQ	Vancouver	Main St.-Columbia St. Traffic Signal Integration	CN	$339,000		$261,000	$600,000
STP-UL	Washougal	Evergreen @ 32nd St. Reconstruct	CN	$850,000		$597,000	$1,447,000

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

Table 8: Federally Funded Pedestrian and Bicycle Project from the 2015-2018 TIP That Were Obligated

Funding Program	Agency	Project Name	Phase	Federal Funds	State Funds	Local Funds	Total Funds
STP-UL	Camas	NW Brady Way, 16th to 25th Av.	PE	$339,000		$261,000	$600,000
TAP	Clark County	Salmon Creek Avenue Pathway	CN	$501,800		$223,200	$725,000
STP-UL	Clark County	NE 94th Avenue, Padden to 99th Street	CN	$3,400,000	$1,412,000	$2,067,000	$6,879,000
STP-UL	Clark County	NE 119th Street, NE 50th Av. to 72nd Av.	PE	$675,000		$145,000	$820,000
STP-UL	Vancouver	SE 1st Street, 162nd Av. to 192nd Av.	RW	$1,000,000		$156,069	$1,156,069
Enhancement	Vancouver	Evergreen Highway Trail	CN	$661,250			$661,250

(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 2016-2019 Transportation Improvement Program for Clark County. This section identifies the air quality benefits for each project by providing a preliminary quantitative air quality analysis for each project.

Table 9: CMAQ Air Quality Project Status

Agency	Project Title	Project Description	Air Quality Benefits (kg per day)		
			CO	HC	NOx
C-TRAN	Open Trip Planner and Alerts System	Implement multimodal regional trip planner and mapping system. The project also includes passenger alert information system.	-14.058	-1.386	-1.188
C-TRAN	Hybrid Buses	Fund diesel/electric hybrid upgrades on 4 to 5 new Buses.	-1.141	-0.355	1.072
C-TRAN	Mill Plain TSP Phase II	Transit Signal Priority from Fisher Landing to Downtown Vancouver.	-10.544	-1.131	.0732
Clark County	Signal Time, Evaluation, Verification and Enhancement	Analyze traffic operations using collected data to improve traffic signal timing on Padden Parkway, Highway 99, NE 99th St., 139th St., and Tenny/134th St. corridors. Project includes installation of additional Bluetooth readers and methodology of evaluation.	-129.091	-13.273	30.000
Clark County	Working to Refine Intelligent Highway Transportation	Adaptive signals on NE 139th St. between NW 2nd Av. and NE 20th Av.	-22.591	-2.323	5.250
Vancouver	Fourth Plain Subarea Sidewalk Infill Project	Construct sidewalks to improve pedestrian facilities along Neals Lane and Rossiter Lane in the vicinity of Fourth Plain Boulevard.	-1.098	-0.093	-0.073
Vancouver	Main St.-Columbia St. Traffic Signal Integration	Install conduits and fiber optic cables, add bike lane facilities, integrate traffic signals, and coordinate signal timing. Includes before and after study.	-41.960	-4.310	9.750
Vancouver	BRT Corridor Fort Vancouver Way/Mcloughlin Sidewalk Infill and Pedestrian Signal	Sidewalks and curb ramps on west side of Ft. Vancouver Way and at McLoughlin/G Street. HAWK signal in near Clark College.	-1.142	-0.096	-0.076
Vancouver	Mill Plain Blvd. Arrival on Green Improvement	Install signal equipment on Mill Plain between Andresen Rd. and 155th Av. to improve signal coordination.	-24.205	-2.489	5.625
WSDOT	SR-503, Fourth Plain to SR-502 Device Infill	Finalize the communications and ATIS device infill for the SR-503 corridor.	-23.640	-19.715	-20.094

WSDOT	Vancouver ITS Device Infill	This project would finalize the installation of traffic surveillance cameras and traffic detection within the I-5, I-205, and SR-14 corridors.	-10.690	-0.879	-1.825
WSDOT	SR-503 ATIS Infill-I/S Bypass; 4th Plain to Main St. and Signal Study	ATIS infill with VMS's, data stations, cameras and Ethernet conversions. In addition, this project will fund an investigation of demand-responsive or adaptive signalized corridor between Fourth Plain and NE 119th St.	-5.345	-0.040	-0.452
WSDOT	SR-14 ATIS Infill; I-5 to Evergreen	Provide fiber optic communication connection, data stations, and traffic surveillance cameras.	-10.690	-0.879	-1.825
WSDOT	Centralized Signal System-Joint ATMS*	Migration of WSDOT to regional centralized signal system.	NA	NA	NA

* *The Centralized Signal System 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 2016-2019 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 28, 2015 until October 6, 2015. Public comment period concluded with testimony at the October 6, 2015 RTC Board meeting. The draft TIP document and project information was made available during the public comment period. The attached table includes all comments received along with RTC staff responses:

Table 10: Public Comments

Project	Support Project	Comment	Staff Response
Columbia River Bridges	Yes	Would like to see additional Columbia River Crossings	The Transportation Improvement Program only includes funded projects. Additional Columbia River Crossings should be discussed as part of the long-range Regional Transportation Plan.
Bus Rapid Transit	No	Bus Rapid Transit is a waste of taxpayer funds	Fourth Plain Bus Rapid Transit (BRT) is under construction and is no longer in the Transportation Improvement Program.
SR-14, I-205 to 164th Av.	Yes	When will SR-14 between I-205 to 164th Avenue be improved.	This project is a high priority project in the Regional Transportation Plan, but has not been funded and is not programmed in the Transportation Improvement Program.
Interstate Bridge Trunnion Replacement	Yes	Concern about possible delays during construction	Design work will begin this fall. During the design phase the construction plans and potential delays will be identified.

APPENDIX D: 2016-2019 TIP Project Analysis

Introduction

Appendix D provides an overview of the projects included in the 2016-2019 TIP including project type, spending by project type, and project locations.

Projects by Type

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

- Bicycle & Pedestrian: This includes standalone projects that primarily encourage walking and bicycling. This can include sidewalks, bicycle lanes, paths, improved pedestrian crossing, etc.
- Bridge: This represents all work that is accomplished on bridges. This can include 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, and transit preventative maintenance.
- Rail: This represents movement of goods by way of wheeled vehicles running on rails. This would include improvements to BNSF rail line and associated spurs.
- 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 and planning projects of the public transit service which C-TRAN provides within Clark County.
- TSMO: Transportation System Management and Operations are low-cost projects that are implemented to optimize the performance of existing transportation systems. These projects often include technology based improvements such as traffic detection and signal improvements.

Table 11: Projects by Type

Project Type	Number of Projects	% of Projects	Total Programmed	% of Total Programmed
Bicycle & Pedestrian	11	18%	$14,293,175	7%
Bridge	5	8%	$60,518,000	31%
Planning	3	5%	$2,038,768	1%
Preservation	1	2%	$6,967,183	4%
Rail	1	2%	$16,300,000	8%
Road Improvement	11	18%	$48,080,800	25%
Safety	15	24%	$6,717,197	3%
Transit	6	10%	$33,205,602	17%
TSMO	9	15%	$6,425,600	3%
Total	**62**	**100%**	**$194,574,016**	**100%**

Figure 5: Percentage of Projects by Project Type (Total Projects 62)

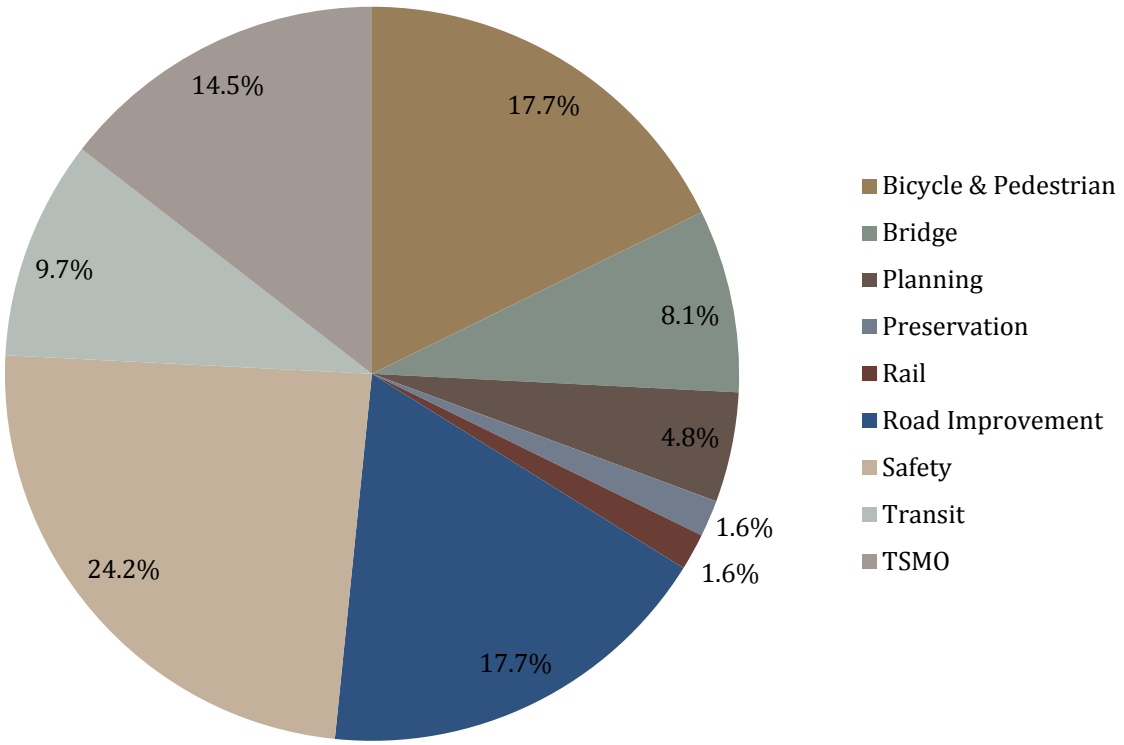


Figure 6: Percentage of Dollars Programmed by Project Type (Total Programmed $194.6 million)

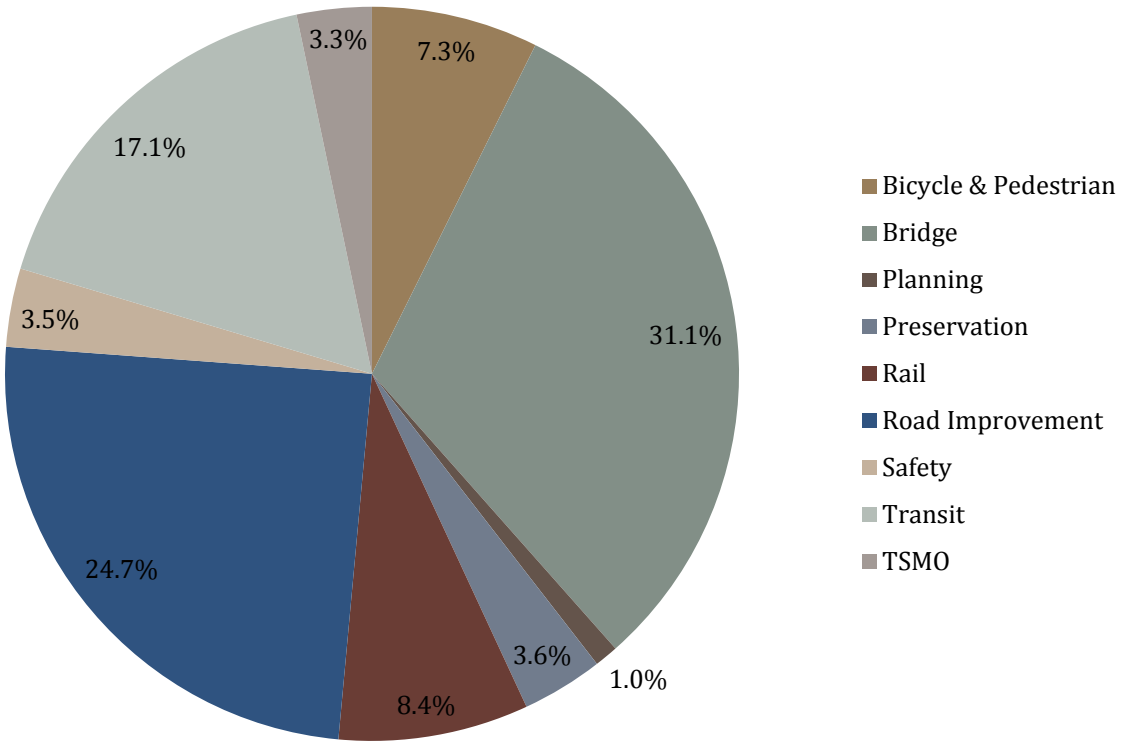
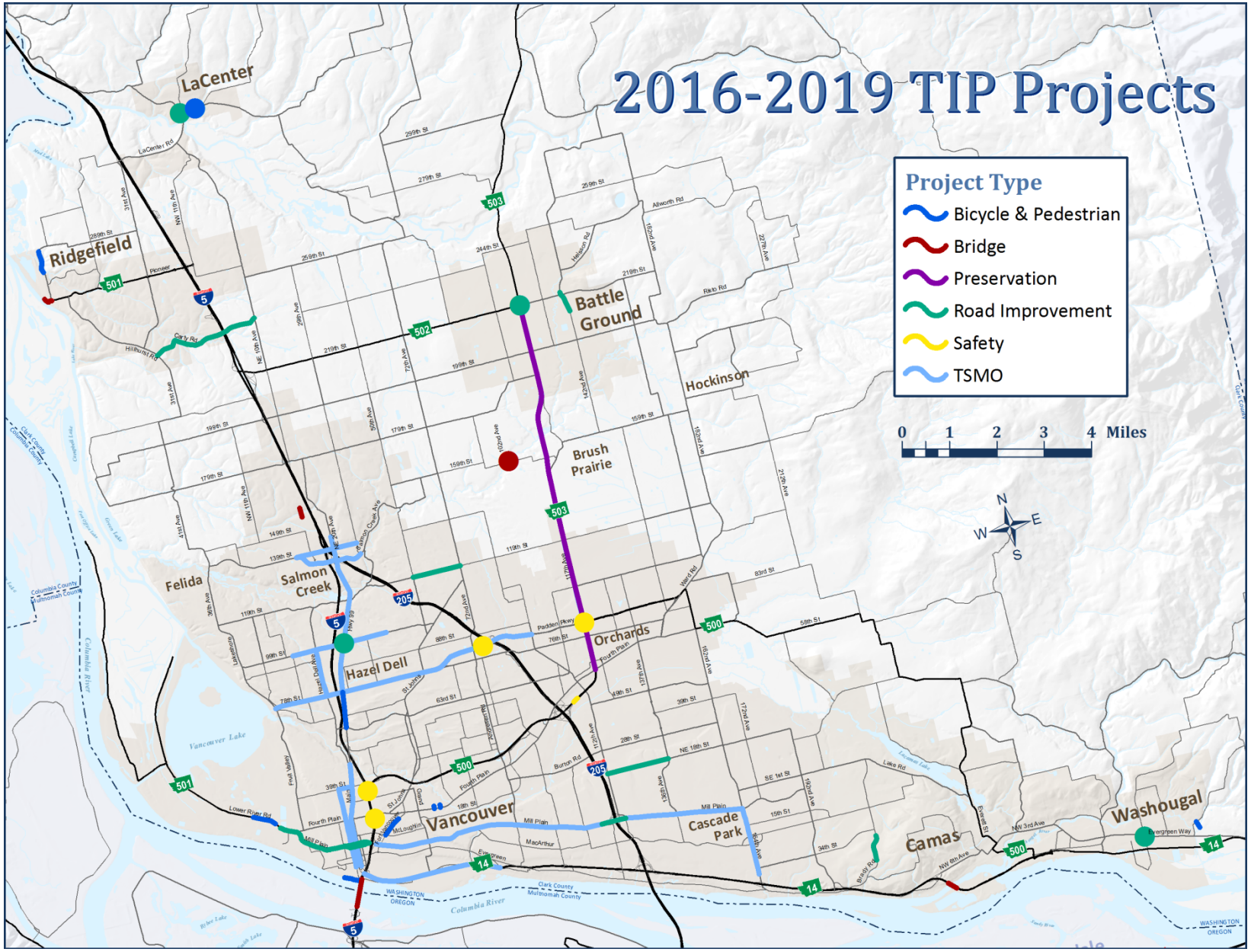



Figure 7: Project Location by Project Type