

Transportation Improvement Program

Clark County 2024-2027


Prepared by
Southwest Washington
Regional Transportation Council
P.O. Box 1366
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October 2023



**RESOLUTION 10-23-20**

TO: Southwest Washington Regional Transportation Council Board of Directors

FROM: Matt Ransom, Executive Director 

DATE: September 26, 2023

SUBJECT: **2024-2027 Transportation Improvement Program**

AT A GLANCE - ACTION

To adopt the 2024-2027 Transportation Improvement Program (TIP) for the MPO Region. The TIP was developed in accordance with federal requirements and the Transportation Programming Guidebook. The TIP programs regionally significant projects totaling approximately \$760 million, including approximately \$33 million in RTC Board selected regional federal grants.

BACKGROUND

RTC, as the designated Metropolitan Planning Organization, is responsible for carrying out metropolitan transportation planning and programming responsibilities as outlined in 23 USC § 134, 23 USC § 420, 23 USC § 450 and 49 USC § 5303, as amended. RTC is delegated the authority to manage the development and content of the Transportation Improvement Program (TIP) in cooperation with the state and public transit operator. RTC administers the TIP according federal laws, state procedures and in alignment with policies and procedures set forth in the Transportation Programming Guidebook.

RTC is required to develop a financially constrained regional TIP, covering a period of no less than four years. The draft 2024-2027 Transportation Improvement Program is provided online [here](#). The 2024-2027 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.).

In September the Regional Transportation Advisory Committee (RTAC) reviewed the proposed 2024-2027 Transportation Improvement Program and recommended adoption by the RTC Board of Directors. The 2024-2027 regional TIP will become part of the State Transportation Improvement Program (STIP), and projects programmed in the first two years of the TIP can proceed starting in January 2024. Projects must be listed in the STIP to receive authorization to use federal transportation 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 project is consistent with the Regional Transportation Plan (RTP), air quality requirements, local comprehensive plans, and other state and federal requirements; is financially constrained; and provides a reasonable timeline.

PUBLIC COMMENT PERIOD

Citizens are provided an opportunity to comment on the TIP through a public involvement process, lasting from September 1, 2023, through the RTC Board of Directors meeting on October 3, 2023. Notices of opportunity to comment on the TIP were distributed to the local media, neighborhoods, and through RTC's website. Public comments and responses will be displayed beginning on page 123 of the TIP document.

2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM

Adoption of the 2024-2027 Transportation Improvement Program (TIP) includes the following actions:

- The first two years (2024 and 2025) of projects programmed in the TIP are considered selected projects and can proceed toward implementation. However, the statewide management of obligation limits may require the use of advance construction funding for projects programmed in 2025.
- Programming of regionally significant projects totaling approximately \$760 million, including approximately \$271 million in federal transportation funding. This includes \$33 million in RTC Board selected regional federal grants.
- Certification that the RTC planning process is being carried out in accordance with all applicable federal requirements.
 - TIP consistency with the Regional Transportation Plan, Congestion Management Process, Clean Air Act as amended, the Air Quality State Implementation Plan, and Conformity Guidelines.
 - All projects proposed for Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding do not exceed the proposed funding levels available within a program year.
 - The TIP development process meets federal public participation requirements and that a 30-day public comment period was provided.

POLICY IMPLICATION

The 2024-2027 Transportation Improvement Program (TIP) is a four-year program of regionally significant transportation projects for 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


The programming of RTC federal projects is required to receive authorization to use federal transportation funds. Approval of the 2024-2027 Transportation Improvement Program (TIP) will show a funding commitment of approximately \$760 million for 73 projects within the Metropolitan Planning Organization (Clark County).

ACTION REQUESTED

Adoption of Resolution 10-23-20 to adopt the 2024-2027 Transportation Improvement Program.

ADOPTED this 3rd day of October, 2023, by the Southwest Washington Regional Transportation Council.

SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL

DocuSigned by:


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Gary Medvigy
Chair of the Board

ATTEST:

DocuSigned by:


1093CF97B0334F4...
Matt Ransom
Executive Director

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



2024-2027 Transportation Improvement Program

Clark County, Washington

Published: October 2023

Southwest Washington Regional Transportation Council

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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.

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Лица, которым требуются приемлемые обеспечения, могут запросить письменные материалы в альтернативных форматах, сурдопереводчиков, приспособления для физической доступности или другие приемлемые обеспечения, связавшись с координатором ADA Марком Харрингтоном по телефону 546.397-5207 или TTY 711 с предварительным уведомлением за две недели.

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Southwest Washington Regional Transportation Council (RTC)

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

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

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

Southwest Washington Regional Transportation Council Membership

RTC Member Jurisdictions

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

RTC Board of Directors

Michelle Belkot	Clark County Councilor
Karen Dill Bowerman	Clark County Councilor
Jack Burkman (Vice-Chair)	Port of Vancouver Commissioner (Port Representative)
Shawn Donaghy	C-TRAN Chief Executive Officer
Juan Carlos Gonzalez	Metro Councilor, Portland, Oregon
Carley Francis	WSDOT Southwest Region Administrator
Juan Carlos Gonzalez	Metro Councilor, Portland, Oregon
Patty Kinswa-Gaiser	Cowlitz Indian Tribe
Asa Leckie	Skamania County Commissioner (Skamania County Representative)
Leslie Lewallen	Camas Council Member (Cities East Representative)
Anne McEnerny-Ogle	Vancouver City Mayor
Gary Medvigy (Chair)	Clark County Councilor
Ron Onslow	Ridgefield Council Member (Cities North Representative)
Erik Paulsen	Vancouver Council Member
Rian Windsheimer	Oregon Department of Transportation, Region One Manager
Lori Zoller	Port of Klickitat Commissioner (Klickitat County Representative)
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)

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

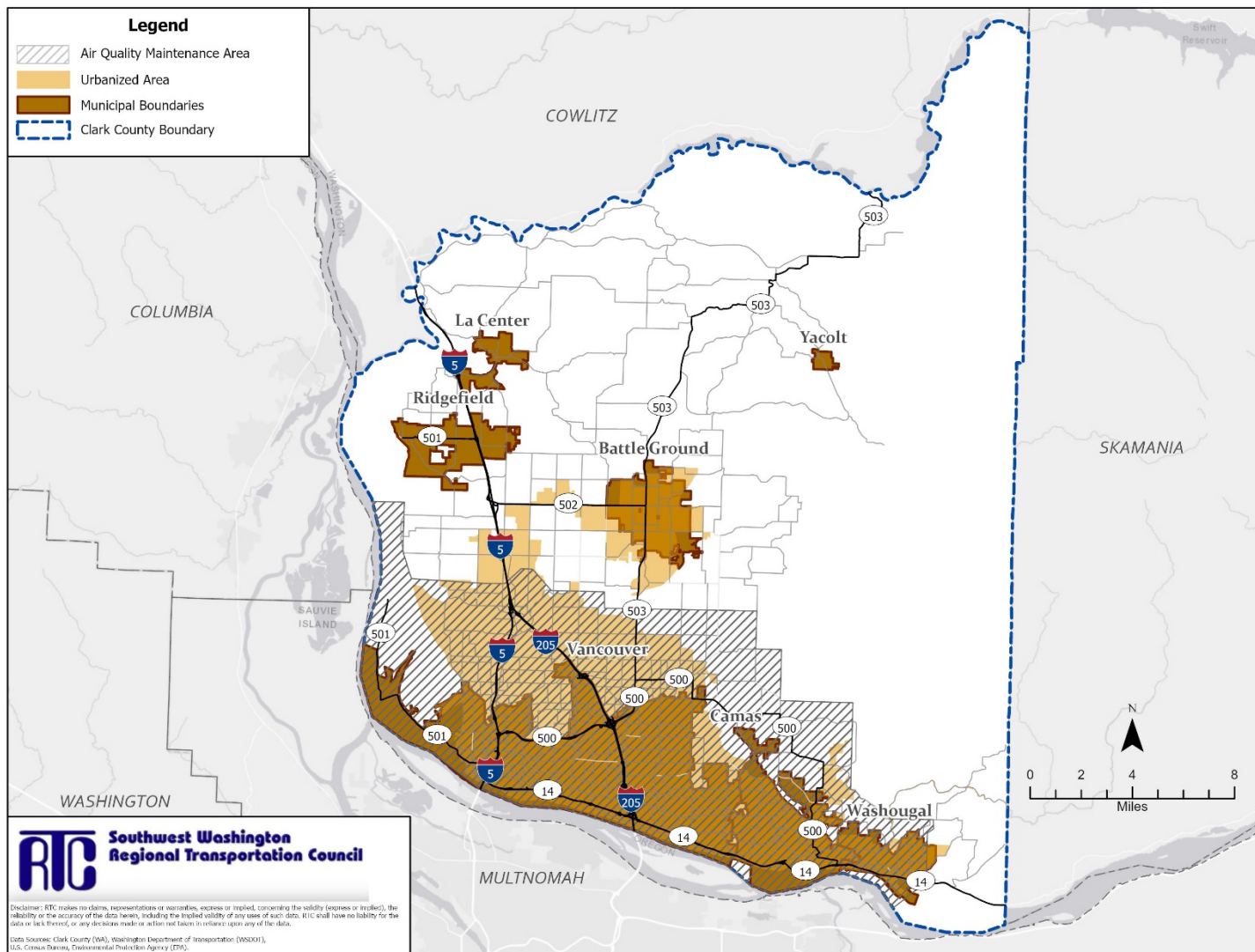
Location of Clark County

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

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

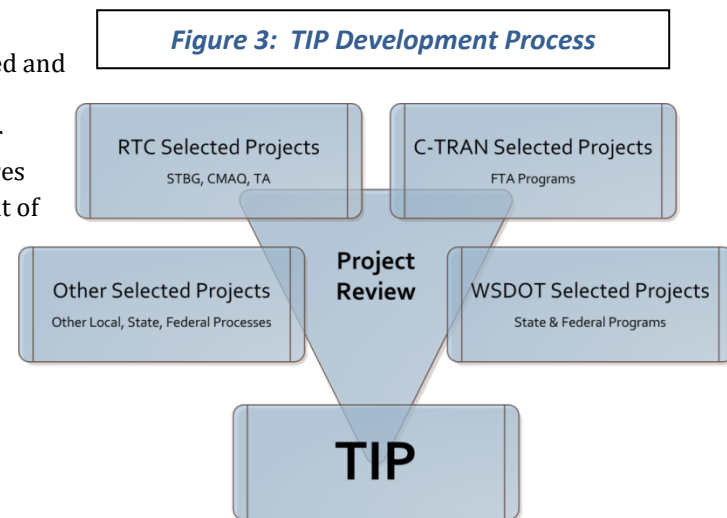
TIP DEVELOPMENT

Process

The RTC Transportation Improvement Program is a product of the regional transportation planning process, which is conducted cooperatively by RTC, the Washington State Department of Transportation, local general-purpose governments, and C-TRAN. Although federal transportation revenues are prioritized through federal, state, and regional processes, all projects are programmed through the regional decision-making process (Figure 3). No matter the source of funding, RTC reviews all projects to ensure the following before programming the project in the TIP:

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

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



Regional Project Development Process

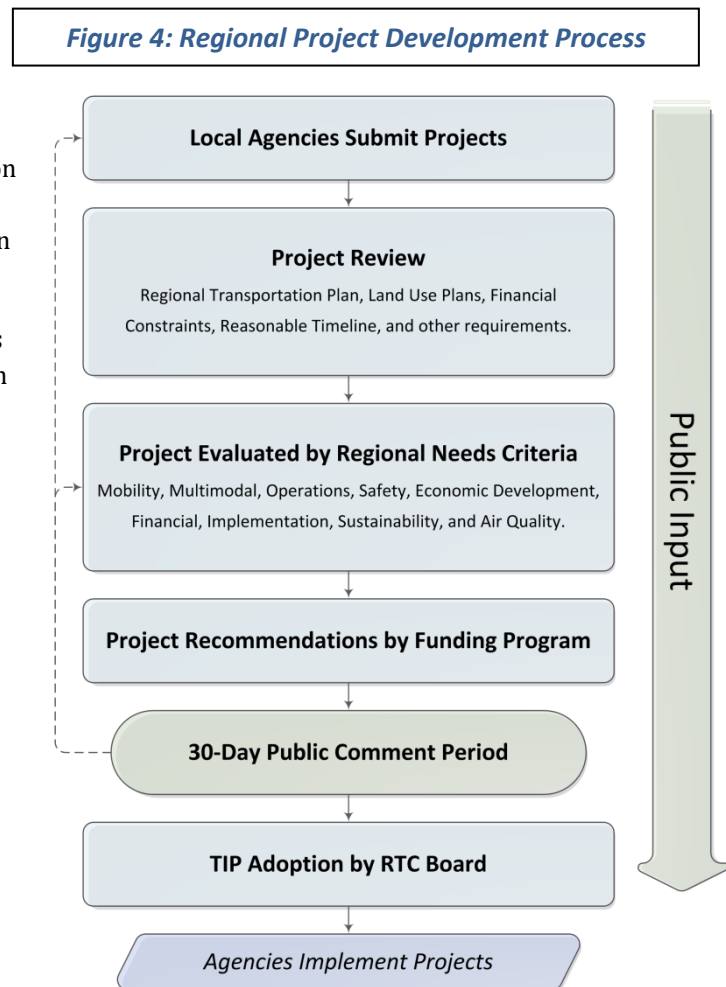
RTC, in consultation with member agencies, is responsible for selecting projects for the regional allocation of federal highway funds (Figure 4). This includes the regional allocation of the Surface Transportation Block Grant program (STBG), Congestion Mitigation and Air Quality (CMAQ), Transportation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

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

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

Coordination with adjacent MPOs

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



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

Public Involvement Process

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

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

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



Citizens and appropriate parties were provided a reasonable opportunity to comment on the TIP through a public involvement process. A TIP public comment period lasting from September 1, 2023, until October 3, 2023, 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 2023 through October 2023, public discussions of the TIP were held during public meetings of the RTC Board of Directors, RTAC (technical committee), and other public outreach efforts. Public comments received during the comment period will be compiled and addressed in the appendices for the Transportation Improvement Program.

TIP Administration

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

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

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

TIP Administration Process

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

1. Project sponsor submits written request to RTC for change, including submitting a modified State Transportation Improvement Program (STIP) record within the online STIP database. The written request should provide sufficient detail to understand the requested change and the reason for change.
2. RTC staff reviews requests to ensure that all needed information is provided and determines the type of action that is required. Requests are also reviewed for financial feasibility, air quality conformity, consistency with the RTP and other state and federal requirements, etc.
3. Administrative Modifications and Amendments are posted on the RTC website: (<http://rtc.wa.gov/programs/tip/amendments>).
4. If a request is an Administrative Modification, the RTC Executive Director takes action. If approved, RTC staff will change the regional TIP and submit the change to WSDOT for inclusion in the STIP. RTAC is notified of all Administrative Modifications.

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

Updates

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

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

Administrative Modification

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

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



- ◆ Changes in federal funding amounts less than \$3 million (STIP Amendment required if change to total 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)
- ◆ Changes to project's total programming amount that exceeds \$3 million (STIP Amendment required)

Amendments

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

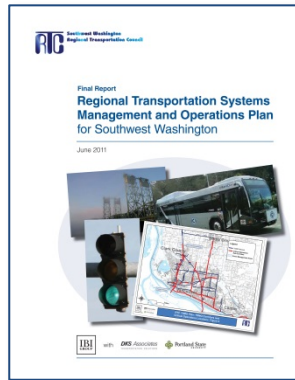
- ◆ Adding a new project, future project phase, or funding amount greater than \$3 million in federal funding
- ◆ Adding a regionally selected project or adding/removing regionally selected federal funds from a project
- ◆ Major scope changes

Transportation Alternatives (TA) Process

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

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

MPO CERTIFICATION STATEMENTS



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

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

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR Part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR Part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, 38, and 28 CFR Part 35;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender;
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities; and
11. Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR Part 200).
12. The MPO uses at least 2.5% of its PL funds on planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities.

REGIONAL TRANSPORTATION PLAN

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



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

CONGESTION MANAGEMENT PROCESS

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

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

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

ENVIRONMENTAL JUSTICE

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



The Justice40 Initiative supports Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. This Executive Order directs federal agencies to make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high adverse human health or environmental effects of its activities on minority and low-income populations. Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

Environmental Justice and the Justice40 Initiative enhances the provisions found in Title VI of the Civil Rights Act of 1964. Title VI of the Civil Rights Act of 1964 prohibits discriminatory practices in programs and activities receiving federal funds. The transportation planning regulations require the metropolitan transportation planning process to be consistent with Title VI. RTC complies with Title VI and the Environmental Justice Executive Order by incorporating these requirements into the regional transportation planning process. RTC has prepared a Title VI Plan and Environmental Justice Profile that assists RTC in implementing these regulations.

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

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

improvements that benefit these underserved populations. Improvements that benefit these populations are identified and incorporated within the Regional Transportation Plan and implemented through the Transportation Improvement Program.

All of the projects within the TIP come from the [Regional Transportation Plan](#) for Clark County which contains a more extensive Environmental Justice analysis within Appendix K. This RTP analysis is relied on for the TIP analysis, to ensure that the subset of projects selected for the TIP are not skewed in a way that will have disproportionate negative impacts or deny the benefits of federally funded improvements to identified population groups. Examination of the TIP projects on each of the identified groups individually show no net disproportionate impact and no clear pattern of denying benefits of transportation planning and programming.

As part of the annual TIP grant funded project selection process, RTC utilizes a location benefits-based environmental justice criterion that provides points to projects that are within block groups that have above-average minority and low-income populations. Additional points are also given to projects that improve walking, biking, or transit access. The points are assigned as an Environmental Justice evaluation criterion under the Economic Development section of project reviews. How Environmental Justice is incorporated into regional grant process is further explained within the [Transportation Programming Guidebook](#).

CONSISTENCY WITH AIR QUALITY STATE IMPLEMENTATION PLAN (SIP)

Introduction

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

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

On March 15, 1991, the U.S. Environmental Protection Agency (EPA) designated the urban area of the Vancouver portion of the Portland-Vancouver Interstate Air Quality Maintenance Area as a marginal nonattainment area for the 1-hour ozone (O₃) NAAQS and a moderate carbon monoxide (CO) nonattainment area. This action was taken in accordance with Section 107 of the Federal Clean Air Act as amended in 1990.

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



Air Quality Status

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

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

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

Applicable State Implementation Plan

The latest approved SIP for the Vancouver Air Quality Maintenance Area is the second 10-Year Limited Maintenance Plan for Carbon Monoxide approved by the EPA (73 FR 36439; June 27, 2008). On November 19, 2007, EPA published a Federal



Register notice of the adequacy of the CO Limited Maintenance Plan for conformity purposes. Despite the successful conclusion of the 20-year maintenance period, the control measures in the approved SIPs remain in place.

Air Quality Coordination

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

On-Road Emission Reduction Strategies

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

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



PERFORMANCE MEASURES

Introduction

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

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

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

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

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

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

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

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

Safety

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

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

Infrastructure Condition (Pavement & Bridge)

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

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

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

Congestion Reduction, System Reliability, and Freight Movement

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

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

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

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

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

To guide freight investments and improve freight system performance in Washington, WSDOT developed the Washington State Freight Investment Plan by engaging various freight partners and stakeholders, including MPOs and RTPOs. The Freight Investment Plan identifies freight priority projects and describes how those priorities would be invested and funded through National Highway Freight Program (NHFP) funds. Those NHFP investments would be incorporated into Statewide Transportation Improvement Programs (STIPs) and TIPs, contributing to improve statewide freight performance on the National Highway Freight Network. Over the coming years, WSDOT and its partners will further align planning and programming with performance. All are committed to developing practical approaches to work towards our regional and statewide performance targets. Since RTC's region is in air quality attainment, the congestion reduction performance measures do not apply.

Transit Asset Management (TAM)

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

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

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

Transit Safety Plan

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

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

Chapter 2: Financial Plan and Resources

INTRODUCTION

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

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

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

Assumptions

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

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

Maintenance can cost 4 to 8 times more when deferred.

Operation and Maintenance Cost

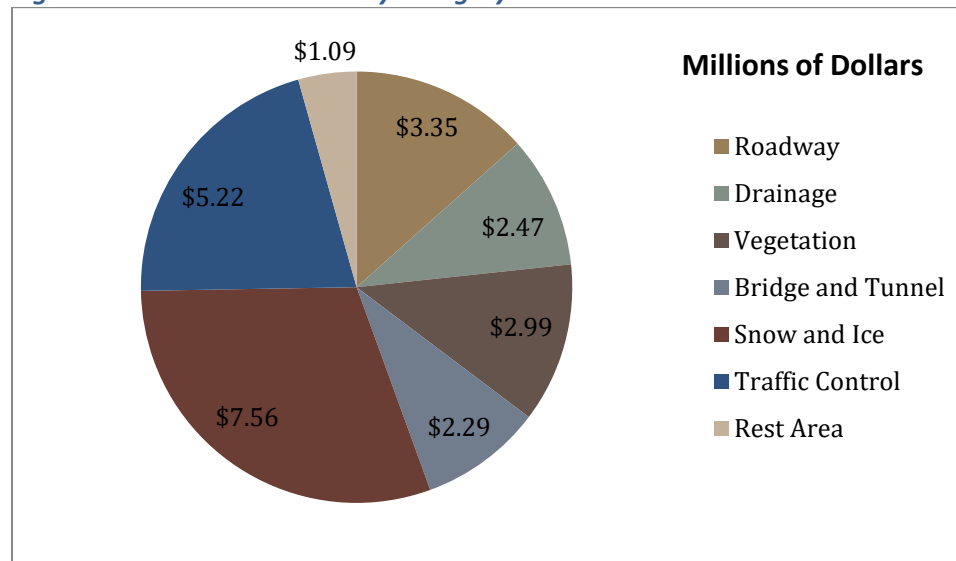
Maintenance and preservation costs for state and local agencies are being estimated based on historical data from the WSDOT Finance Division and the Southwest Region.

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

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

The following chart shows the maintenance costs by category.

Figure 5: Maintenance Costs by Category



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



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

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

Table 1 below summarizes preservation and maintenance costs for local and state facilities based on historical expenditures over the last ten years. Annual transit information is from C-TRAN’s 2018 Annual Financial Report, and 21-year data is from the 2016 update to C-TRAN’s 2030 Plan.

Table 1: Estimated Preservation and Maintenance Costs

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

Source: WSDOT, C-TRAN

DESCRIPTION OF REVENUE SOURCES

FEDERAL

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

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

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

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

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

National Highway Performance Program (NHPP)

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

Highway Safety Improvement Program (HSIP)

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

National Highway Freight Program (NHFP)

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

Bridge Formula Program (BFP)

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

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

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

National Electric Vehicle Infrastructure Formula Program (NEVI)

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

Congestion Mitigation and Air Quality (CMAQ)

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

Surface Transportation Block Grant (STBG)

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

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

Carbon Reduction Program (CRP)

The BIL establishes the Carbon Reduction Program (CRP) that provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources and the development of carbon reduction strategies. RTC selects projects for funding.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

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

Infrastructure For Rebuilding America (INFRA)

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

National Infrastructure Project Assistance Program (Mega)

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

Rural Surface Transportation Grants

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

Safe Streets and Roads for All (SS4A)

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

Congestion Relief Program (CRP)

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

Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program

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

Charging and Fueling Infrastructure Grant Program

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

Bridge Investment Program

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

Healthy Streets Program

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

Reconnecting Communities Pilot Program

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

Neighborhood Access and Equity Grants Program

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

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

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

Reduction of Truck Emissions at Port Facilities Program

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

Railroad Crossing Elimination Grant Program

The BIL establishes the Railroad Crossing Elimination Grant Program that provides grants for highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods. The Federal Railroad Administration selects projects through a national competitive grant program.

Congressionally Designated Projects

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

FTA Section 5307

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

FTA Section 5309

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

FTA Section 5310

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

FTA Section 5337

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

FTA Section 5339

Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, this program includes two

discretionary components: the Buses and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program.

FTA Discretionary Funds

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

STATE

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

Connecting Washington (CWA)

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

Move Ahead Washington (MAW)

In 2022 the State passed a transportation investment package known as Move Ahead Washington (MAW). This package provides \$16.8 billion in new resources over the next 16 years including \$4.3 billion in transit, bike, and pedestrian improvements, \$4 billion in road and bridge projects, \$3 billion for maintenance and preservation, \$2.4 billion for fish passage barrier removal, and \$1.5 billion for the state ferry system.

Washington State Department of Transportation (WSDOT)

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

Transportation Improvement Board (TIB) Programs

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

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

County Road Administration Board (CRAB)

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

- ◆ **Rural Arterial Program (RAP):** This is a state fund for financing arterial road improvements in rural areas. RAP funds cannot be used for right-of-way. Projects are rated by five criteria: (1) structural ability to carry loads; (2) capacity to

move traffic at reasonable speeds; (3) adequacy of alignment and related geometrics; (4) accident experience; and (5) fatal accident experience. Projects are selected by the County Road Administration Board. The costs are shared 90% state and 10% local match.

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

Washington State Recreation and Conservation Office (RCO)

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

LOCAL

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

Property Tax

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

Transportation Impact Fees (TIF)

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

Arterial Street Fund (ASF)

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

Road Improvement District (RID)

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

Transportation Benefit District (TBD)

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

Frontage Improvement Agreements

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

Latecomer Fees

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

Sales and Use Tax

C-TRAN's major revenue source is a sales and use tax. This sales and use tax is a portion of the sales and use tax charged within Clark County. The tax rate can be raised to as much as 0.9% with voter approval.

RCW 81.104 (High Capacity Transit Legislation)

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

Transit-Fare

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

PROJECT SELECTION

Projects programmed in the first two years of the 2024-2027 Transportation Improvement Program constitute an “agreed to” list of projects for implementation. However, due to federal fiscal constraints in any one year and a statewide management of funds on a first-come basis, implementation of projects in the year programmed cannot be guaranteed.

FINANCIAL FEASIBILITY

Financial feasibility is accomplished by demonstration that adequate resources are available to implement the projects programmed in the TIP. The TIP for Clark County demonstrates that it is a financially realistic program, in that projected revenue by program is adequate to meet the estimated cost of programmed projects for each year. As illustrated on Table 2, there is a remaining balance of revenue between years 2024-2027.

Table 2: 2024-2027 Financial Feasibility Summary

(Cost in Thousands of Dollars)

Funding Type	Year	Carry-Over Previous Yr.	Allocation	Available Revenue	Program Totals	Remaining Funds
Section 5307	2024	\$0	\$7,350	\$7,350	\$7,350	\$0
	2025	\$0	\$7,350	\$7,350	\$7,350	\$0
	2026	\$0	\$7,350	\$7,350	\$7,350	\$0
	2027	\$0	\$7,350	\$7,350	\$7,350	\$0
Section 5310	2024	\$1,109	\$550	\$1,659	\$1,659	\$0
	2025	\$0	\$550	\$550	\$550	\$0
	2026	\$0	\$550	\$550	\$550	\$0
	2027	\$0	\$550	\$550	\$550	\$0
Section 5337	2024	\$332	\$165	\$497	\$497	\$0
	2025	\$0	\$165	\$165	\$165	\$0
	2026	\$0	\$165	\$165	\$165	\$0
	2027	\$0	\$165	\$165	\$165	\$0
Section 5339	2024	\$1,257	\$625	\$1,882	\$1,882	\$0
	2025	\$0	\$625	\$625	\$625	\$0
	2026	\$0	\$625	\$625	\$625	\$0
	2027	\$0	\$625	\$625	\$625	\$0
Bridge	2024	\$0	\$762	\$762	\$762	\$0
	2025	\$0	\$3,081	\$3,081	\$3,081	\$0
CMAQ	2024	(\$995)	\$2,484	\$1,489	\$1,485	\$4
	2025	\$4	\$2,484	\$2,488	\$2,297	\$191
	2026	\$191	\$2,484	\$2,675	\$2,200	\$475
	2027	\$475	\$2,484	\$2,959	\$1,835	\$1,124
CRP	2024	\$710	\$747	\$1,457	\$300	\$1,157
	2025	\$1,157	\$747	\$1,904	\$1,500	\$404
	2026	\$404	\$747	\$1,151	\$1,150	\$1
	2027	\$1	\$747	\$748	\$520	\$228

Table 2 Continued: 2024-2027 Financial Feasibility Summary

(Cost in Thousands of Dollars)

Funding Type	Year	Carry-Over Previous Yr.	Allocation	Available Revenue	Program Totals	Remaining Funds
DEMO Discretionary	2024	\$0	\$3,500	\$3,500	\$3,500	\$0
	2025	\$0	\$3,000	\$3,000	\$3,000	\$0
	2026	\$0	\$1,600	\$1,600	\$1,600	\$0
	2027	\$0	\$34,380	\$34,380	\$34,380	\$0
HIP	2024	\$0	\$6,475	\$6,475	\$6,475	\$0
	2025	\$0	\$18,991	\$18,991	\$18,991	\$0
HSIP	2024	\$0	\$8,199	\$8,199	\$8,199	\$0
	2025	\$0	\$2,398	\$2,398	\$2,398	\$0
	2026	\$0	\$2,068	\$2,068	\$2,068	\$0
NHFP	2025	\$0	\$3,300	\$3,300	\$3,300	\$0
NHPP	2024	\$0	\$9,029	\$9,029	\$9,029	\$0
	2025	\$0	\$14,580	\$14,580	\$14,580	\$0
	2026	\$0	\$52,307	\$52,307	\$52,307	\$0
	2027	\$0	\$32,663	\$32,663	\$32,663	\$0
STBG	2024	(\$1,653)	\$6,041	\$4,388	\$3,278	\$1,109
	2025	\$1,109	\$6,041	\$7,150	\$6,830	\$320
	2026	\$320	\$6,041	\$6,361	\$6,359	\$2
	2027	\$2	\$6,041	\$6,043	\$5,650	\$393
TA	2024	\$206	\$567	\$774	\$466	\$308
	2025	\$308	\$930	\$1,238	\$505	\$733
	2026	\$733	\$930	\$1,664	\$1,355	\$309
	2027	\$309	\$930	\$1,239	\$0	\$1,239
WFL	2024	\$0	\$1,374	\$1,374	\$1,374	\$0
State/Local	2024	\$0	\$161,873	\$161,873	\$161,873	\$0
	2025	\$0	\$146,189	\$146,189	\$146,189	\$0
	2026	\$0	\$129,589	\$129,589	\$129,589	\$0
	2027	\$0	\$51,565	\$51,565	\$51,565	\$0
Financial Feasibility		\$966	\$762,129	\$763,096	\$760,112	\$2,756



Chapter 3: 2024-2027 Funding Secured Projects

INTRODUCTION

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

Projects programmed in the first two years of the 2024-2027 Transportation Improvement Program constitute an “agreed to” list of projects for implementation. The third and fourth years of projects will proceed in future years.

Program Summary

The program of planned projects for 2024-2027 is provided on the annual summary sheets beginning on page 32. The annual program summary includes the projects by funding source and project phase. Project phases include Preliminary Engineering (PE), Right-of-Way (RW), and Construction (CN). Project information includes project priority, sponsoring agency, project name, project description, performance measures, phase, and funding information.

STIP Project Information

State Transportation Improvement Program detailed project pages are included after the Program Summary and begin following page 40 (STIP pages 2-70). In this section detailed information is provided on each project individually. This detailed project information includes project title, project description, funding information, and other project information. Projects are listed in alphabetical order by agency and project name.

Table 3: Project Program Summary 2024-2027

Agency	Project	Description	Perform Measure	2024	2025	2026	2027
Battle Ground	Captain Strong & Chief Umtuch School Zone NW 12th Av./NW 1st St. Right Turn Lane NW 15th Av./W Main Street Intersection NW 20th Av. & NW 9th St. Intersection NW 5th Street, SR 503 to Parkway SE Grace Av., Main to Rasmussen SW Eaton Blvd., SW 20th Av. to SR 503	Install traffic control/calming devices	S,NS	CN			
		Add SB right turn lane	S,C	CN			
		Widen to 5 lanes, with sidewalks	S,C,F	RW	CN		
		Install compact roundabout	S,C,NS	RW	CN		
		Construct urban neighborhood collector	S,C	RW		CN	
		Align Grace at Main Street	S,P,C,F,NS	RW			CN
C-TRAN	4th Plain Bus Rapid Transit Extension ADA Expansion Bus Replacement Highway 99 Bus Rapid Transit Preventative Maintenance	BRT Van Mall TC to Mill Plain TC	C,AQ,T,NS	All	CN	CN	CN
		Provide additional ADA services	AQ,NS	All	All	All	All
		Purchase transit buses	T,NS	All	All	All	All
		BRT Salmon Creek to Vancouver Waterfront	C,AQ,T,NS	All	CN	CN	CN
		Maintenance of transit assets	T	All	All	All	All
Camas	Citywide Horizontal Curve Safety SR 500/Everett St., NE 35th to NE 43rd Av.	Install horizontal curve warning signs	S	CN			
		Improve to urban standards	S,P,C,NS				PE
Clark County	Day Break Bridge #273 Highway 99 Sidewalk, 102 St. to 104 St. Hockinson Elementary School Crosswalk Matney South Bridge #169 NE 152nd Av., Padden to 99th St. NE 15th Av., 179th St. to 10th Av. NE 179th St. at 29th Av. NE 182nd Av./NE Risto Rd. NE Delfel Rd., 179th St. to 184th St. NE Sunset Falls Rd., Dole Valley Rd. to Sunset NE Ward Road/NE Davis Road NW 78th St., Lakeshore to Hazel Dell Av. Orchards Sifton Adaptive Signals Salmon Creek/Hazel Dell Adaptive Signals Truman School Sidewalk Whipple, Knapps, Carson Bridge Bundle	Scour countermeasures and rehabilitate	B		CN		
		Sidewalk east of Hwy. 99 and S. of 104th St.	S,NS		CN		
		School crossing upgrades	S,NS	CN			
		Scour countermeasures and upgrade	B		CN		
		Improve to 2 lanes, w/sidewalk & bike lanes	S,P,NS		CN	CN	
		Construct new minor arterial	S,P,C,F,NS				CN
		Construct roundabout	S,C			CN	
		Construct roundabout and overlay	S,P			CN	
		Realign roadway, roundabout at 179th St.	S,F			CN	
		Pavement repairs	P	CN			
		Construct roundabout	S,C				CN
		Pavement repairs	P	CN			
		Add adaptive signals	S,C,AQ			CN	
		Add adaptive signals	S,C,AQ	CN			
Sidewalk, ramps, and crossing upgrades	S,NS			CN			
Strengthen/rehabilitate 3 bridges	B	CN					

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

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

Table 3 Continued: Project Program Summary 2024-2027

Agency	Project	Description	Perform Measure	2024	2025	2026	2027
La Center	4th Street and Highland Road Traffic Signal 4th Street Widening, Cedar to Highland Pedestrian Path on Pacific Highway Horizontal Curve & Roadway Departure	Traffic signal Widen road and replace culvert Construct shared use path Signs, markings, friction surface, clear zone	S,NS S,P,B,NS NS S	CN RW RW	CN CN	CN CN	
Port of Vancouver	Renaissance Trail Segment 4 Renaissance Trail Segment 5 Terminal 5 Inner Loop Access	Construct shared use path Construct shared use path Construct bridge	S,NS S,NS S,B,C		RW RW PE		
Ridgefield	Gee Creek Trail, Heron Dr. to Main Av. S 11th St. and S Timm Rd. Intersection Systemic Horizontal Curve Safety	Construct trail Signing, markings, lighting Guardrail and signage	S,NS S S	RW/CN RW RW	CN CN		
RTC	Clark County Freight Mobility Study Update RTC Program Support	Update study Support the elements of UPWP	F All	PL PL	PL	PL	PL
Vancouver	192nd Av. Corridor, NE 18th St. to SE 1st St. Evergreen Trail, Chelsea to Image Fourth Plain Blvd Rd Diet, F to Ft. Van. Garrison Road Sidewalk Infill Hazel Dell Av. and Burnt Bridge Cr. Trail Heights Grant Loop Jefferson Street Realignment MacArthur/Mill Plain Complete Street NE 18th St., 97th to 107th Av. SE 34th St., 162nd Av. to East City Limits	Upgrade to Principal Arterial Standards Construct path along Evergreen Highway Convert to 3-lane facility w/bike and ped Install sidewalks and bicycle facilities Install safer crossing Complete Streets improvements Realign offset intersection, w/bike and ped Complete Streets improvements Construct new road with roundabouts & path Road diet to 3 lanes with multimodal imp.	S,P,C,F,NS S,NS S,NS S,NS S,NS S,NS S,P,F,NS S,NS S,P,C,F,NS S,P,NS	CN CN RW RW CN CN		RW CN CN PE PE	
Washougal	32nd St., Addy to Stiles 32nd Street Rail Underpass Project S 27th Street Shared Use Path	Markings, shoulders, lighting, guardrail Construct new RR underpass at 32nd St New separated shared use path	S S,C,F,AQ S,AQ,NS	RW PE RW	CN RW	CN	CN
WSDOT	Asphalt/Chip Seal Preservation-Clark Co. Concrete Roadway Preservation-Clark Co. I-5 Ridgefield Weigh Station-Improvement I-5 Ridgefield Weigh Station-Improvement I-5 SB E Fork Lewis River Bridge I-5/179th Street Interchange	Resurface roadways Replace broken and cracked concrete panels Add vehicle Weigh in Motion Add vehicle Weigh in Motion Replace expansion joints Construct interchange	P P F F B S,P,B,C,F	PE/CN PE/CN	PE/CN CN	PE/CN CN	PE/CN PE PE

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

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

Table 3 Continued: Project Program Summary 2024-2027

Agency	Project	Description	Perform Measure	2024	2025	2026	2027
WSDOT <i>Continue</i>	I-5/Columbia River Interstate Bridge	<i>Replace bridge</i>	S,B,C,F,AQ,T	PE/RW	PE/RW	PE/RW	PE/RW
	I-5/E Fork Lewis River Bridge NB	<i>Replace bridge with new structure</i>	S,P,B	All	CN	CN	CN
	I-5/I-5 over NE 78th St.	<i>Replace expansion joints</i>	B		PE		CN
	I-5/Interstate Bridge	<i>Electrical control system upgrade</i>	B	CN			
	I-5/N Fork Lewis River Bridge SB	<i>Repair bridge</i>	B		PE		CN
	I-5/Salmon Creek Bridge	<i>Replace expansion joints</i>	B		PE		CN
	I-5/SB SR 502 to Cowlitz Way	<i>Ramp Meters</i>	S,C,AQ		PE		CN
	SR 14/Camas Slough Bridge	<i>Paint</i>	B				PE
	SR 500/I-5 at 39th St. - Corridor Connection	<i>Add westbound right turn lane</i>	S,C,AQ		PE		CN
	SR 500/NE Robinson Rd. and NE 3rd St.	<i>Intersection safety Improvements</i>	S	RW/CN			
	SR 503/Lewis River (Yale) Bridge	<i>Rehabilitate bridge deck</i>	P,B	PE	CN		
SR 503/NE Rock Creek Rd.	<i>Intersection safety improvements</i>	S	RW/CN				

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

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

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: Battle Ground

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00	000S(575)		BG19-01	38	0.000	CE	No	Varies	Varies	160,831	

Captain Strong & Chief Umtuch School Zone Upgrades

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2024		HSIP	132,531		0	0	132,531
Project Totals				132,531		0	0	132,531

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	132,531	0	0	0	0
Totals	132,531	0	0	0	0

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: Battle Ground

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
07	CNWA (016)		BG11-08e	03	0.050	CE	Yes	NW 2nd Street	NW 1st Street	530,000	

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

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2024			0	CWA	420,000	30,000	450,000
Project Totals				0		420,000	30,000	450,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	420,000	0	0	0	0
Totals	420,000	0	0	0	0

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

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.
03	CNWA (018)		BG11-08f	03	0.130	CE	Yes	NW 2nd Street	W Main Street	850,000	

NW 15th Avenue/W Main Street Intersection Improvements

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
RW	2024				0	CWA	200,000	0	200,000
CN	2025				0	CWA	565,000	0	565,000
Project Totals					0		765,000	0	765,000

Expenditure Schedule

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

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: Battle Ground

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05	4457(001)		BG22-01	04	0.000	DCE	Yes	NW 9th Street	NW 9th Street	508,000	

NW 20th Avenue & NW 9th Street Intersection

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
RW	2024		HSIP	16,000		0	0	16,000
CN	2025		HSIP	416,000		0	0	416,000
Project Totals				432,000		0	0	432,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	0	16,000	0	0	0
CN	0	416,000	0	0	0
Totals	0	432,000	0	0	0

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: Battle Ground

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

NW 5th Street

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
RW	2024				0	CWA	300,000	0	300,000
CN	2026				0	CWA	1,998,415	501,585	2,500,000
Project Totals					0		2,298,415	501,585	2,800,000

Expenditure Schedule

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

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: Battle Ground

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04		WA331	BG11-07	03	0.400	CE	Yes	E Main Street	SE Rasmussen Boulevard	7,627,888	

SE Grace Avenue Phase 2 Improvements

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2024		DEMO	400,000	TIB	500,000	0	900,000
CN	2026		DEMO	1,600,000	TIB	2,500,000	0	4,100,000
CN	2027		STBG(UL)	2,300,000		0	0	2,300,000
Project Totals				4,300,000		3,000,000	0	7,300,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	900,000	0	0	0	0
CN	0	0	4,100,000	2,300,000	0
Totals	900,000	0	4,100,000	2,300,000	0

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: Battle Ground

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	4460(001)		BG18-01	03	0.660	CE	Yes	east of SR 503	west of SW 20th Avenue	7,299,167	

SW Eaton Boulevard Improvements

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2026		STBG(UL)	1,929,000		0	3,154,735	5,083,735
Project Totals				1,929,000		0	3,154,735	5,083,735

Expenditure Schedule

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

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Battle Ground	6,793,531	6,483,415	3,686,320	16,963,266

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: C-TRAN

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03			CTRAN004	23	9.500	DCE	Yes	Vancouver Mall Transit Center	Mill Plain Transit Center	42,000,000	

4th Plain Bus Rapid Transit Extension

This project constructs transit improvements needed to extend Bus Rapid Transit (BRT) service along the 4th Plain corridor. Improvements primarily include, but are no limited to, the construction of BRT bus stations.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Funds				
PE	2024			0		0	2,000,000	2,000,000
RW	2024			0		0	1,000,000	1,000,000
CN	2024			0		0	4,000,000	4,000,000
CN	2025			0		0	27,000,000	27,000,000
CN	2026	CRP(UL)		630,000		0	4,220,000	4,850,000
CN	2027	CRP(UL)		120,000		0	30,000	150,000
Project Totals				750,000		0	38,250,000	39,000,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	2,000,000	0	0	0	0
RW	1,000,000	0	0	0	0
CN	4,000,000	27,000,000	4,850,000	150,000	0
Totals	7,000,000	27,000,000	4,850,000	150,000	0

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

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	4,136,314	

ADA Expansion

Provide for the enhanced mobility of seniors and individuals with disabilities through travel training, transportation services, vehicles, mobility management, and other transit improvements.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal Funds	State Fund Code			
ALL	2024		5310	1,659,051		0	414,763	2,073,814
ALL	2025		5310	550,000		0	137,500	687,500
ALL	2026		5310	550,000		0	137,500	687,500
ALL	2027		5310	550,000		0	137,500	687,500
Project Totals				3,309,051		0	827,263	4,136,314

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	2,073,814	687,500	687,500	687,500	1,375,000
Totals	2,073,814	687,500	687,500	687,500	1,375,000

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

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	5,936,449	

Bus Replacement

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
ALL	2024		5339	1,882,095		0	470,524	2,352,619
ALL	2024		5337	497,064		0	124,266	621,330
ALL	2025		5337	165,000		0	41,250	206,250
ALL	2025		5339	625,000		0	156,250	781,250
ALL	2026		5339	625,000		0	156,250	781,250
ALL	2026		5337	165,000		0	41,250	206,250
ALL	2027		5339	625,000		0	156,250	781,250
ALL	2027		5337	165,000		0	41,250	206,250
Project Totals				4,749,159		0	1,187,290	5,936,449

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	2,973,949	987,500	987,500	987,500	0
Totals	2,973,949	987,500	987,500	987,500	0

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: C-TRAN

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03			CTRAN003	23	9.000	DCE	Yes	Vancouver Waterfront	Salmon Creek	52,000,000	

Highway 99 Bus Rapid Transit

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
PE	2024			0		0	2,000,000	2,000,000
RW	2024			0		0	1,000,000	1,000,000
CN	2024			0	WSDOT	6,000,000	1,000,000	7,000,000
CN	2025		CMAQ	1,300,000	WSDOT	6,000,000	24,700,000	32,000,000
CN	2025		CRP(UL)	1,500,000		0	375,000	1,875,000
CN	2026		CMAQ	2,200,000		0	5,925,000	8,125,000
Project Totals				5,000,000		12,000,000	35,000,000	52,000,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	2,000,000	0	0	0	0
RW	1,000,000	0	0	0	0
CN	7,000,000	33,000,000	9,000,000	0	0
Totals	10,000,000	33,000,000	9,000,000	0	0

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: C-TRAN

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-02798	23	0.000	CE	No	District Wide	District Wide	36,750,000	

Preventative Maintenance

For maintenance of transit assets.

Funding

Phase	Start Date	Federal Funds		State Fund Code	State Funds	Local Funds	Total
		Federal	Fund Code				
ALL	2024		5307		0	1,837,500	9,187,500
ALL	2025		5307		0	1,837,500	9,187,500
ALL	2026		5307		0	1,837,500	9,187,500
ALL	2027		5307		0	1,837,500	9,187,500
		Project Totals			0	7,350,000	36,750,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	9,187,500	9,187,500	9,187,500	9,187,500	0
Totals	9,187,500	9,187,500	9,187,500	9,187,500	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for C-TRAN	43,208,210	12,000,000	82,614,553	137,822,763

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: Camas

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	000S(661)		012023	21	0.000	CE	Yes	Citywide	Citywide	360,000	

Citywide Horizontal Curve Safety Improvements

Install horizontal curve warning signs.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2024		HSIP	260,000			0	0	260,000
Project Totals				260,000			0	0	260,000

Expenditure Schedule

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

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: Camas

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04			012024	04	0.500	CE	Yes	NE 35th Ave	NE 43rd Ave	14,510,000	

SR-500/Everett Street

Improve to urban arterial standards with sidewalks, bike lane, illumination and stormwater facilities

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal Funds	State Fund Code			
PE	2027		STBG(UL)	375,000		0	725,000	1,100,000
Project Totals				375,000		0	725,000	1,100,000

Expenditure Schedule

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

Agency Totals for Camas	Federal Funds		State Funds	Local Funds	Total
	Federal Funds	State Fund Code			
	635,000		0	725,000	1,360,000

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05	F067(006)		WA-13928	47	0.060	DCE	Yes	Bridge # 273	Bridge #273	3,337,000	

Day Break Bridge # 273

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2025		BR	2,453,800		0	18,200	2,472,000
Project Totals				2,453,800		0	18,200	2,472,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	2,462,000	10,000	0	0
Totals	0	2,462,000	10,000	0	0

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	9906(061)		WA-13929	28	0.120	CE	Yes	Vicinity of NE 102nd Street	Vicinity of NE 104th Street	1,444,000	

Highway 99 Sidewalk

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2025		TA(UL)	505,000		0	400,000	905,000
Project Totals				505,000		0	400,000	905,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	10,000	895,000	0	0
Totals	0	10,000	895,000	0	0

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05	SR22(008)		Cla-004	21	0.400	CE	No	NE 164th Street/NE 197th Avenue	NE 164th Street/NE 205th Avenue	529,000	

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2024			0	SRTS	309,000	2,000	311,000
Project Totals				0		309,000	2,000	311,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	311,000	0	0	0	0
Totals	311,000	0	0	0	0

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
06	2006(079)		WA-13933	47	0.010	DCE	Yes	NE 232nd Avenue	at Matney Creek	1,279,000	

Matney South Bridge # 169

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2025		BR	627,300		0	17,700	645,000
Project Totals				627,300		0	17,700	645,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	635,000	10,000	0	0
Totals	0	635,000	10,000	0	0

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05	4233(001)		WA-13177	03	0.750	CE	Yes	Padden Parkway	NE 99th Street	9,895,000	

NE 152nd Avenue

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2025		STBG(UL)	1,500,000			0	4,248,000	5,748,000
CN	2026		STBG(UL)	2,500,000			0	0	2,500,000
Project Totals				4,000,000			0	4,248,000	8,248,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	4,450,000	3,625,000	173,000	0
Totals	0	4,450,000	3,625,000	173,000	0

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	4205(001)		WA-12432	01	0.600	CE	Yes	NE 179th Street	NE 10th Avenue	24,817,000	

NE 15th Avenue

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

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Funds				
CN	2027	STBG(UL)		2,000,000		0	18,283,000	20,283,000
Project Totals				2,000,000		0	18,283,000	20,283,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	0	0	11,255,000	9,028,000
Totals	0	0	0	11,255,000	9,028,000

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	4247(003)		WA-13174	03	0.630	DCE	Yes	NE 179th Street	NE 29th Avenue	24,889,000	

NE 179th Street at NE 29th Avenue

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2025		STBG(UL)	1,250,000			0	19,616,000	20,866,000
Project Totals				1,250,000			0	19,616,000	20,866,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	6,307,000	13,050,000	1,500,000	9,000
Totals	0	6,307,000	13,050,000	1,500,000	9,000

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	06H1(001)		WA-13178	04	0.880	CE	Yes	Salmon Creek Bridge (MP 7.10)	NE 167th Avenue (MP 7.98)	4,263,000	

NE 182nd Avenue/NE Risto Road

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

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Fund Code				
CN	2025	STBG(R)	300,000		CRAB	460,000	2,348,000	3,108,000
Project Totals			300,000			460,000	2,348,000	3,108,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	10,000	3,008,000	90,000	0
Totals	0	10,000	3,008,000	90,000	0

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: Clark Co.

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

NE Delfel Road

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2025		NHFP	3,300,000			0	12,877,000	16,177,000
Project Totals				3,300,000			0	12,877,000	16,177,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	0	0	0	16,177,000
Totals	0	0	0	0	16,177,000

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

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	2006(081)		Cla-003	06	5.470	CE	No	Dole Valley Road	Sunset Campground	576,000	

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

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2024		WFL	424,846		0	67,154	492,000
Project Totals				424,846		0	67,154	492,000

Expenditure Schedule

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

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	000S(640)		ClaCo101	21	0.140	CE	Yes	NE Ward Road	NE Davis Road	4,904,000	

NE Ward Road/NE Davis Road

Restructure intersection to install a roundabout.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2026		HSIP	2,068,000			0	1,446,000	3,514,000
Project Totals				2,068,000			0	1,446,000	3,514,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	0	3,414,000	100,000	0
Totals	0	0	3,414,000	100,000	0

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	4392(016)		ClaCo103	05	1.100	CE	Yes	NW Lakeshore Avenue	NE Hazel Dell Avenue	2,794,000	

NW 78th Street

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2024		NHPP	2,197,000		0	332,000	2,529,000
Project Totals				2,197,000		0	332,000	2,529,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	2,529,000	0	0	0	0
Totals	2,529,000	0	0	0	0

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	9906(064)		WA-13179	44	2.200	CE	No	NE 76th Street	NE Ward Road	1,280,000	

Orchards Sifton Adaptive Signals (OSAS)

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

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Fund Code				
CN	2025	CMAQ		932,000		0	263,000	1,195,000
Project Totals				932,000		0	263,000	1,195,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	1,145,000	50,000	0	0
Totals	0	1,145,000	50,000	0	0

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	9906(063)		WA-12466	44		CE	No	Various	Various	1,247,000	

Salmon Creek/Hazel Dell Adaptive Signal Operations

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2024		CMAQ	735,000		0	218,000	953,000
Project Totals				735,000		0	218,000	953,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	328,000	625,000	0	0	0
Totals	328,000	625,000	0	0	0

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05	SR23(001)		WA-15157	28	0.700	CE	Yes	NE 44th Street/NE 47th Avenue	NE 49th Street/NE 40th Avenue	1,965,000	

Truman School Sidewalk

School Zone Improvements: Construct sidewalks, ADA ramps, RRFB illumination and school crossing upgrades.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2025				0	SRTS	694,000	585,000	1,279,000
CN	2025				0	TIB	160,000	0	160,000
Project Totals					0		854,000	585,000	1,439,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	100,000	1,339,000	0	0
Totals	0	100,000	1,339,000	0	0

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05	Z906(004)		WA-13931	47	0.150	DCE	Yes	Various	Various	1,557,000	

Whipple, Knapps, Carson Bridge Bundle

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

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2024	BR	761,600		0	50,400	812,000
Project Totals			761,600		0	50,400	812,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	20,000	792,000	0	0	0
Totals	20,000	792,000	0	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Clark Co.	21,554,546	1,623,000	60,771,454	83,949,000

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: La Center

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05			WA-15512	44	0.040	CE	Yes	4th Street		1,036,047	

4th Street and Highland Road Traffic Signal

Safe Routes to School Grant for pedestrian countdown signal, reduce curb radii, leading pedestrian intervals, full traffic signal, pedestrian signal phase separated from left turn phase, rectangular rapid flashing beacon (RRFB), speed feedback signs, school/playground 20 mph speed zone (flashing beacons/signage), pedestrian scale crossing illumination, ADA curb ramps, audible pedestrian signal

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		Local Funds	Total		
			State Fund Code	State Funds				
CN	2024			0	SRTS	966,196	0	966,196
Project Totals				0		966,196	0	966,196

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	966,196	0	0	0	0
Totals	966,196	0	0	0	0

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: La Center

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
06			WA-11774	04	0.360	EA	Yes	Cedar Avenue	Highland Avenue	13,442,501	

4th Street Widening between Cedar Avenue and Highland Avenue

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
RW	2024				0		0	559,533	559,533
CN	2025		STBG(R)		1,045,000		0	9,382,968	10,427,968
CN	2026		STBG(R)		955,000		0	0	955,000
Project Totals					2,000,000		0	9,942,501	11,942,501

Expenditure Schedule

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

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: La Center

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	0640(002)		WA-13140	28	0.340	CE	No	14th Avenue	City Sidewalk	3,712,703	

Pedestrian Path on Pacific Highway

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2026		TA(R)	180,000			0	2,778,703	2,958,703
CN	2026		CRP(R)	520,000			0	0	520,000
Project Totals				700,000			0	2,778,703	3,478,703

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	0	3,478,703	0	0
Totals	0	0	3,478,703	0	0

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: La Center

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05	000S(649)		WA-14853	21		CE	Yes	City Wide	City Wide	880,000	

Systemic Horizontal Curve and Roadway Departure Safety Improvements

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2024		HSIP	30,000		0	0	30,000
CN	2025		HSIP	710,000		0	0	710,000
Project Totals				740,000		0	0	740,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	30,000	0	0	0	0
CN	0	710,000	0	0	0
Totals	30,000	710,000	0	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for La Center	3,440,000	966,196	12,721,204	17,127,400

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: Port of Vancouver

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

Renaissance Trail Segment 4

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

Funding

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

Expenditure Schedule

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

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: Port of Vancouver

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

Renaissance Trail Segment 5

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

Funding

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

Expenditure Schedule

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

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

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-15508	22	0.200	CE	No	Gateway Avenue	Rail Loop Interior	19,000,000	

Terminal 5 Inner Loop Access

Construct new mid-span ramp from the existing Gateway Avenue grade separation structure for access to the port properties located in the interior of the Terminal 5 rail loop.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2024			0	Freight Mobility	200,000	2,600,000	2,800,000
Project Totals				0		200,000	2,600,000	2,800,000

Expenditure Schedule

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

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Port of Vancouver	0	200,000	2,640,000	2,840,000

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: Ridgefield

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

Gee Creek Trail - North Segment

Construct Gee Creek Trail from Heron Drive to Main Avenue.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Fund Code	Funds			
RW	2024				0	0	10,000	10,000
CN	2024		WFL		949,387	0	138,170	1,087,557
Project Totals					949,387	0	148,170	1,097,557

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	10,000	0	0	0	0
CN	1,087,557	0	0	0	0
Totals	1,097,557	0	0	0	0

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: Ridgefield

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05	000S(658)		WA-14869	21	0.000	DCE	Yes	City Wide	City Wide	380,000	

S 11th Street and S Timm Road Intersection Safety Improvements

Install intersection signing pavement markings, and street lighting.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
RW	2024		HSIP	100,000			0	0	100,000
CN	2025		HSIP	250,000			0	0	250,000
Project Totals				350,000			0	0	350,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	100,000	0	0	0	0
CN	0	250,000	0	0	0
Totals	100,000	250,000	0	0	0

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: Ridgefield

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05	000S(659)		WA-14871	21	0.000	DCE	Yes	City Wide	City Wide	360,000	

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
RW	2024		HSIP	20,000			0	0	20,000
CN	2025		HSIP	260,000			0	0	260,000
Project Totals				280,000			0	0	280,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	20,000	0	0	0	0
CN	0	260,000	0	0	0
Totals	20,000	260,000	0	0	0

Federal Funds				State Funds	Local Funds	Total
Agency Totals for Ridgefield				0	148,170	1,727,557

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

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-15507	18		CE	No	County Wide	County Wide	115,607	

Clark County Freight Mobility Study Update

Update the Clark County freight Mobility Study.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PL	2024		STBG(UL)	100,000			0	15,607	115,607
Project Totals				100,000			0	15,607	115,607

Expenditure Schedule

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

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: RTC

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-08654	18	0.000	CE	No	County Wide	County Wide	4,341,039	

RTC Program Support

Support work elements of the Unified Planning Work Program (UPWP).

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
PL	2024		STBG(UL)	825,000		0	128,757	953,757
PL	2024		STBG(R)	60,000		0	9,364	69,364
PL	2025		STBG(UL)	860,000		0	134,220	994,220
PL	2025		STBG(R)	60,000		0	9,364	69,364
PL	2026		STBG(UL)	915,000		0	142,803	1,057,803
PL	2026		STBG(R)	60,000		0	9,364	69,364
PL	2027		STBG(UL)	915,000		0	142,803	1,057,803
PL	2027		STBG(R)	60,000		0	9,364	69,364
Project Totals				3,755,000		0	586,039	4,341,039

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: RTC

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PL	1,023,121	1,063,584	1,127,167	1,127,167	0
Totals	1,023,121	1,063,584	1,127,167	1,127,167	0

Federal Funds

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for RTC	3,855,000	0	601,646	4,456,646

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	4270(004)		WA-14767	03	1.100	DCE	Yes	NE 18th Street	SE 1st Street	19,096,188	

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

Upgrade substandard principal arterial to current urban arterial standards including additional travel lanes, turn pockets, medians, pedestrian and bicycle facilities on both sides, intersection improvements, lighting, an extension of a multi-use pathway, and sound wall if necessary.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2026			0		0	1,500,000	1,500,000
Project Totals				0		0	1,500,000	1,500,000

Expenditure Schedule

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

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: Vancouver

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

Evergreen Trail

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

Funding

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

Expenditure Schedule

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

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	4280(023)		WA-11902	28	1.000	CE	No	F Street	Fort Vancouver Way	797,500	

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

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2024		HSIP	706,700			0	8,300	715,000
Project Totals				706,700			0	8,300	715,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	715,000	0	0	0	0
Totals	715,000	0	0	0	0

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
06			WA-15160	28	0.400	CE	Yes	Mill Plain Boulevard	NE 12th Street	1,382,000	

Garrison Road Sidewalk Infill

Install sidewalks and bicycle facilities along the east side of Garrison Road from Mill Plain to NE 12th Street.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal Funds	State Fund Code			
RW	2024			0		0	317,000	317,000
CN	2026		TA(UL)	350,000		0	550,000	900,000
Project Totals				350,000		0	867,000	1,217,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	317,000	0	0	0	0
CN	0	0	900,000	0	0
Totals	317,000	0	900,000	0	0

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05			WA-15161	28	0.100	CE	Yes	Burnt Bridge Creek Trail Crossing	Burnt Bridge Creek Trail Crossing	975,000	

Hazel Dell Avenue and Burnt Bridge Creek Trail Crossing

Install a safer pedestrian and bike crossing for the Burnt Bridge Creek Trail at Hazel Dell Avenue.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2024			0		0	140,000	140,000
CN	2026		TA(UL)	225,000	TIB	450,000	35,000	710,000
Project Totals				225,000		450,000	175,000	850,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	140,000	0	0	0	0
CN	0	0	710,000	0	0
Totals	140,000	0	710,000	0	0

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05			WA-15051	01	0.500	CE	No	Devine Road	MacArthur Blvd.	20,000,000	

Heights Grand Loop

Construct a new complete street including multimodal improvements that form a loop around the central core of the Heights Redevelopment Area providing connections to MacArthur Blvd., Devine Road, and Mill Plain Blvd.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2026			0		0	2,000,000	2,000,000
Project Totals				0		0	2,000,000	2,000,000

Expenditure Schedule

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

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: Vancouver

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

Jefferson Street Realignment Project

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2024		STBG(UL)	1,840,000	Freight Mobility	3,000,000	3,635,000	8,475,000
Project Totals				1,840,000		3,000,000	3,635,000	8,475,000

Expenditure Schedule

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

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03			WA-15050	28	0.600	CE	No	Brandt Road	Blandford Drive	8,000,000	

MacArthur/Mill Plain Complete Street Improvements

Install enhanced mulitmodal facilities and other safety improvements along Mill Plain blvd. and MacArthur Blvd. from Brandt Road to Blandford Drive in order to make it a complete street.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2026			0		0	750,000	750,000
Project Totals				0		0	750,000	750,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	0	750,000
Totals	0	0	0	0	750,000

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: Vancouver

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

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

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

Funding

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

Expenditure Schedule

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

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: Vancouver

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03			WA-14768	04	1.310	CE	No	SE 162nd Avenue	eastern City limits	1,330,000	

SE 34th Street Safety & Mobility Project

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2024		CMAQ	500,000		0	300,000	800,000
CN	2024		CRP(UL)	300,000		0	80,000	380,000
Project Totals				800,000		0	380,000	1,180,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,180,000	0	0	0	0
Totals	1,180,000	0	0	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Vancouver	6,236,700	3,450,000	23,330,800	33,017,500

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: Washougal

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	7071(004)		WA-14870	21	1.160	CE	Yes	Addy Street	Stiles Road	896,000	

32nd Street from Addy Street to Stiles Road Corridor Improvements

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
RW	2024		HSIP	20,000			0	0	20,000
CN	2025		HSIP	762,000			0	0	762,000
Project Totals				782,000			0	0	782,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	20,000	0	0	0	0
CN	0	762,000	0	0	0
Totals	20,000	762,000	0	0	0

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: Washougal

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04			WA-15063	22	0.200	CE	Yes	A Street	F Street	60,000,000	

32nd Street Rail Underpass Project

Construct a new underpass at 32nd Street under existing at grade rail crossing. Project will consist of new railroad bridge with an underpass structure for vehicles and trucks, with associated street enhancements.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2024		Discretionary	3,100,000		WSDOT	1,600,000	0	4,700,000
RW	2025		Discretionary	3,000,000		MAW	1,000,000	0	4,000,000
CN	2027		Discretionary	34,380,000		MAW	7,096,000	9,524,000	51,000,000
Project Totals				40,480,000			9,696,000	9,524,000	59,700,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	2,000,000	1,500,000	0	0	0
RW	0	2,000,000	2,000,000	0	0
CN	0	0	0	17,000,000	34,000,000
Totals	2,000,000	3,500,000	2,000,000	17,000,000	34,000,000

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County: Clark

Agency: Washougal

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	7077(002)		WA-14241	28	0.530	CE	Yes	Main Street	Index Street	1,917,500	

S 27th Street Shared Use Path

A new separated shared use path along the east side of 27th Street between Main Street and Index Streets.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
RW	2024		TA(UL)	216,250		0	33,750	250,000
CN	2026		TA(UL)	600,000		0	843,500	1,443,500
Project Totals				816,250		0	877,250	1,693,500

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	250,000	0	0	0	0
CN	0	0	1,443,500	0	0
Totals	250,000	0	1,443,500	0	0

Federal Funds				State Funds	Local Funds	Total
Agency Totals for Washougal				9,696,000	10,401,250	62,175,500

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00		BPSWRTC	BPSWRTC06	05		CE	No	Various	Various	91,497,087	

Asphalt/Chip Seal Preservation SW MPO - Clark County

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

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

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Funds		Local Funds	Total
			Federal	Fund Code	State Fund Code	State Funds		
PE	2024	NHPP	491,131		MVA	36,840	0	527,971
PE	2025	NHPP	224,520		MVA	176,082	0	400,602
PE	2026		0		MVA	158,451	0	158,451
PE	2027		0		MVA	1,254,576	0	1,254,576
CN	2024	NHPP	4,537,057		MVA	2,051,558	0	6,588,615
CN	2024	STBG	453,163		MVA	1,969,880	0	2,423,043
CN	2025	NHPP	3,517,633		MVA	323,566	0	3,841,199
CN	2026	NHPP	20,503,932		MVA	3,462,976	0	23,966,908
CN	2027		0		MVA	1,375,258	0	1,375,258
Project Totals			29,727,436			10,809,187	0	40,536,623

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County:

Agency: WSDOT - SW

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	527,972	400,602	158,451	1,254,576	0
CN	9,011,658	3,841,199	23,966,907	1,375,258	0
Totals	9,539,630	4,241,801	24,125,358	2,629,834	0

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		WPSWRT C	WPSWRTC06	05		CE	No	Various	Various	15,140,639	

Concrete Roadway Preservation SW MPO - Clark County

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

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Fund Code				
PE	2024	NHPP	259,200	MVA	10,368	0	269,568	
CN	2024	NHPP	974,164	MVA	19,483	0	993,647	
CN	2025	NHPP	3,996,600	MVA	79,932	0	4,076,532	
CN	2026	NHPP	7,032,753	MVA	140,655	0	7,173,408	
Project Totals			12,262,717		250,438	0	12,513,155	

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	269,568	0	0	0	0
CN	993,647	4,076,532	7,173,408	0	0
Totals	1,263,215	4,076,532	7,173,408	0	0

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		400525W	400525W06	44	0.770	CE	No	015.04	015.81	280,000	

I-5 Ridgefield Weigh Station - Improvement

Add Vehicle Weigh in Motion.

Funding

Phase	Start Date	Federal Funds		State Fund Code	State Funds	Local Funds	Total
		Federal	Fund Code				
PE	2027				0	60,000	60,000
		Project Totals			0	60,000	60,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	9,277	50,723
Totals	0	0	0	9,277	50,723

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		400525V	400525V06	44	0.770	CE	No	015.04	015.81	280,000	

I-5 Ridgefield Weigh Station - Improvement

Add Vehicle Weigh in Motion

Funding

Phase	Start Date	Federal Funds		State Fund Code	State Funds	Local Funds	Total
		Federal	Fund Code				
PE	2027				0	60,000	60,000
Project Totals					0	60,000	60,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	9,277	50,723
Totals	0	0	0	9,277	50,723

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		400527E	400527E06	47	0.160	CE	No	18.21	18.37	670,464	

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

Replace Expansion Joints Bridge 5/36W

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2027		NHPP	114,048		MVA	4,752	0	118,800
Project Totals				114,048			4,752	0	118,800

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	21,449	97,351
Totals	0	0	0	21,449	97,351

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		400523I	400523I06A	03	1.070	EA	Yes	9.00	10.07	86,492,454	

I-5/179th Street Interchange - Interchange Improvements

Construct Interchange and Roadway Improvements.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				State Fund Code				
PE	2024			0	CWA	6,647,534	0	6,647,534
RW	2025			0	CWA	2,102,000	0	2,102,000
CN	2026			0	CWA	76,843,900	0	76,843,900
Project Totals				0		85,593,434	0	85,593,434

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	2,834,163	2,506,238	1,307,133	0	0
RW	0	2,102,000	0	0	0
CN	0	0	7,367,290	30,076,933	39,399,677
Totals	2,834,163	4,608,238	8,674,423	30,076,933	39,399,677

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		400519A	400519A06	10	0.270	EIS	Yes	0.00	0.27	2,823,815,124	

I-5/Columbia River Interstate Bridge - Replacement

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

Funding

Phase	Start Date	Federal Funds		State Funds		Local Funds	Total
		Federal	Fund Code	State Fund Code	State Funds		
PE	2024	0		MAW	37,500,000	0	37,500,000
PE	2025	0		MAW	5,000,000	0	5,000,000
PE	2026	0		MAW	5,000,000	0	5,000,000
PE	2027	0		MAW	6,000,000	0	6,000,000
RW	2024	0		MAW	75,000,000	0	75,000,000
RW	2025	0		MAW	12,500,000	0	12,500,000
RW	2026	0		MAW	12,500,000	0	12,500,000
RW	2027	0		MAW	3,500,000	0	3,500,000
Project Totals		0			157,000,000	0	157,000,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	37,500,000	5,000,000	5,000,000	6,000,000	0
RW	75,000,000	12,500,000	12,500,000	3,500,000	0
Totals	112,500,000	17,500,000	17,500,000	9,500,000	0

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01	0051(294)	400512R	400512R06	11	1.800	CE	Yes	17.20	19.00	102,140,368	

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2024		NHPP	355,409		MVA	39,490	0	394,899
RW	2024		NHPP	147,001		MVA	2,999	0	150,000
CN	2024		HIP	6,475,137		MVA	132,146	0	6,607,283
CN	2025		HIP	18,991,195		MVA	383,725	0	19,374,920
CN	2025		NHPP	6,189,821		MVA	130,187	0	6,320,008
CN	2026		NHPP	24,770,779		MVA	505,584	0	25,276,363
CN	2027		NHPP	25,180,973		MVA	513,955	0	25,694,928
Project Totals				82,110,315			1,708,086	0	83,818,401

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	394,899	0	0	0	0
RW	150,000	0	0	0	0
CN	6,607,283	25,694,928	25,276,363	25,694,928	0
Totals	7,152,182	25,694,928	25,276,363	25,694,928	0

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		400523A	400523A06	47	0.110	CE	No	4.35	4.46	1,251,670	

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

Replace Expansion Joints.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2025		NHPP	148,243		MVA	6,177	0	154,420
CN	2027		NHPP	1,075,305		MVA	21,945	0	1,097,250
Project Totals				1,223,548			28,122	0	1,251,670

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	21,142	118,661	14,617	0
CN	0	0	0	1,049,794	47,456
Totals	0	21,142	118,661	1,064,411	47,456

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		400517V	400517V06	47	0.270	CE	No	0.00	0.27	515,447	

I-5/Interstate Bridge - Electrical Control System Upgrade

Upgrade electrical control system. ODOT-lead project.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Fund Code				
CN	2024			0	MVA	460,000	0	460,000
Project Totals				0		460,000	0	460,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	382,020	77,980	0	0	0
Totals	382,020	77,980	0	0	0

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01	0051(312)	400520B	400520B06	14	0.240	CE	No	19.83	20.07	5,015,515	

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

Repair steel truss and concrete approach spans.

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				State Fund Code	State Funds			
PE	2025		NHPP	246,593	MVA	10,274	0	256,867
CN	2027		NHPP	4,614,474	MVA	94,173	0	4,708,647
Project Totals				4,861,067		104,447	0	4,965,514

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	156,418	87,438	13,011	0
CN	0	0	0	3,548,437	1,160,210
Totals	0	156,418	87,438	3,561,448	1,160,210

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		400523J	400523J06	47	0.100	CE	No	6.32	6.42	1,420,708	

I-5/Salmon Creek Bridges - Replace Expansion Joints

Replace Expansion Joints.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2025		NHPP	132,480		MVA	5,520	0	138,000
CN	2027		NHPP	1,257,054		MVA	25,654	0	1,282,708
Project Totals				1,389,534			31,174	0	1,420,708

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	20,073	112,659	5,268	0
CN	0	0	0	1,276,526	6,182
Totals	0	20,073	112,659	1,281,794	6,182

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		400027Q	400027Q06	21	4.750	CE	No	11.25	16.00	2,198,437	

I-5/Southbound SR 502 to Cowlitz Way - Ramp Meters

Install 3 ramp meters, mast arms, signal and camera SR502 to Cowlitz Way

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2025				0	MVA	193,553	0	193,553
CN	2027		CMAQ		1,200,000	MVA	404,884	0	1,604,884
CN	2027		CRP(UL)		400,000		0	0	400,000
Project Totals					1,600,000		598,437	0	2,198,437

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	193,553	0	0	0
CN	0	0	0	2,004,884	0
Totals	0	193,553	0	2,004,884	0

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03		401423B	401423B06	47	0.200	CE	No	12.62	12.82	6,491,050	

SR 14/Camas Slough Bridge - Painting

Paint Camas Slough Bridge 014/025

Funding

Phase	Start Date	Federal Funds		State Funds		Local Funds	Total
		Federal	Fund Code	State Fund Code	State Funds		
PE	2027		NHPP	421,008	MVA	17,542	438,550
Project Totals				421,008		17,542	438,550

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	60,049	378,501
Totals	0	0	0	60,049	378,501

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County:

Agency: WSDOT - SW

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

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

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2025		CMAQ	65,000		MVA	35,000	0	100,000
CN	2027		CMAQ	635,000		MVA	115,000	135,000	885,000
Project Totals				700,000			150,000	135,000	985,000

Expenditure Schedule

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

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14	0500(026)	450018S	450018S06	21	0.400	CE	Yes	16.05	16.45	8,213,778	

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

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

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
RW	2024		HSIP	1,143,072		MVA	23,328	0	1,166,400
CN	2024		HSIP	4,730,683		MVA	96,545	0	4,827,228
Project Totals				5,873,755			119,873	0	5,993,628

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	1,166,400	0	0	0	0
CN	67,942	4,759,286	0	0	0
Totals	1,234,342	4,759,286	0	0	0

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04		450323P	450323P06A	14	0.090	CE	No	27.84	27.93	197,010	

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

Rehabilitate bridge deck.

This project is in Clark and Cowlitz Counties.

See also record for SWW RTPO.

Each record contains half the costs.

Funding

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

Expenditure Schedule

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

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 30, 2023

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	0503(041)	450323I	450323I06	21	0.550	CE	No	13.35	13.90	1,421,731	

SR 503/NE Rock Creek Rd - Intersection Improvements

Provide safety improvements at intersection.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
RW	2024		HSIP	196,000		MVA	4,000	0	200,000
CN	2024		HSIP	844,309		MVA	17,231	0	861,540
Project Totals				1,040,309			21,231	0	1,061,540

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	200,000	0	0	0	0
CN	802,702	58,838	0	0	0
Totals	1,002,702	58,838	0	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - SW	141,515,398	256,902,072	255,000	398,672,470

APPENDICES

APPENDIX A: Major Project List

APPENDIX B: CMAQ Air Quality Projects

APPENDIX C: Public Comments

APPENDIX D: 2024-2027 TIP Project Analysis



APPENDIX A: Major Project List

Introduction

Federal regulation requires that the status of major projects from the preceding TIP be provided in the current TIP document. Given that the TIP is developed in late summer, an estimate of project development is made based on current plans; and status may change before the end of the calendar year. The tables below provide a summary of estimated project status from the 2023-2026 TIP.

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

Table 4: Major Projects from 2023-2026 TIP That Were Implemented (Obligated)

Funding Program	Agency	Project Name	Phase	Federal Funds	State Funds	Local Funds	Total Funds
STBG	Camas	NW 38 th Av. Parker to Grass Valley Pk.	CN	\$1,886,400	\$0	\$3,945,194	\$5,831,594
STBG/CRP	Clark Co.	NE 119 th Street/NE 152 nd Avenue	CN	\$3,355,000	\$0	\$1,597,000	\$4,952,000
STBG	Vancouver	192 nd Avenue Corridor Improvements	PE	\$750,000	\$0	\$1,500,000	\$2,250,000
NHPP/NHFP	Vancouver	Fourth Plain Blvd., Main to Fort Vancouver Wy.	CN	\$1,092,000	\$0	\$273,000	\$1,365,000
STBG	Vancouver	NE 137 th Av. Corridor Completion	CN	\$3,950,000	\$0	\$16,550,000	\$20,500,000
CMAQ/HIP	WSDOT	Southwest Washington Regional Signal System	CN	\$600,000	\$205,000	\$0	\$805,000

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

Table 5: Major Projects from 2023-2026 TIP That Were Delayed

Funding Program	Agency	Project Name	Phase	Federal Funds	State Funds	Local Funds	Total Funds
WFL	Clark County	Sunset Falls Rd., Dole Valley Rd. to Sunset	CN	\$424,846	\$0	\$67,154	\$492,000
NHPP	Clark County	NW 78 th Street	CN	\$2,197,000	\$0	\$200,000	\$2,397,000
HSIP	Vancouver	Fourth Plain Blvd. Road Diet, F St. to Ft. Van. Wy.	CN	\$715,000	\$0	\$0	\$715,000
HSIP	WSDOT	SR 503/Rock Creek Rd. – Intersection Imp.	CN	\$844,309	\$17,231	\$0	\$861,540

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

Table 6: Federally Funded Walking and Biking Projects from the 2023-2026 TIP That Were Obligated

Funding Program	Agency	Project Name	Phase	Federal Funds	State Funds	Local Funds	Total Funds
STBG	Camas	NW 38 th Av., Parker to Grass Valley Park	CN	\$1,886,400	\$0	\$3,945,194	\$5,831,594
STBG	Vancouver	192 nd Avenue Corridor Improvements	PE	\$750,000	\$0	\$1,500,000	\$2,250,000
STBG	Vancouver	NE 137 th Av, 49 th St. to Fourth Plain	CN	\$3,950,000	\$0	\$10,550,000	\$14,500,000

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

APPENDIX B: CMAQ Air Quality Projects

Introduction

The following list of projects is seeking CMAQ funding within the 2024-2027 Transportation Improvement Program for Clark County. This section identifies the air quality benefits for each project by providing a preliminary quantitative air quality analysis for each project.

Table 7: CMAQ/CRP Air Quality Project Status

Agency	Project Title	Project Description	Air Quality Benefits (kg per day)		
			CO	HC	NO _x
C-TRAN	Highway 99 Bus Rapid Transit	Construct Bus Rapid Transit (BRT) service between Salmon Creek and Vancouver Waterfront	-79.832	-7.871	-6.746
C-TRAN	Fourth Plain Bus Rapid Transit Extension	Construct Bus Rapid Transit (BRT) service between Vancouver Mall and Fisher Landing Transit Center.	-28.391	-2.799	-2.399
Clark County	Salmon Creek/Hazel Dell Adaptive Signal Operations	Installation of adaptive signal operations, incident bypass, DSRC radios, cameras, Bluetooth, and freeway off-ramp detection systems	-45.182	-4.645	-10.500
Clark County	Orchards Sifton Adaptive Signals	Expand fiber optics, add synchro adaptive and cameras to eight intersections on 76th St. and 99th St.	-13.393	-1.377	-3.113
Vancouver	Evergreen Trail	Build asphalt path along one side of Evergreen Highway	-2.415	-0.205	-0.160
Vancouver	SE 34th Street Safety & Mobility Project	Road diet to 3 lanes, with enhanced pedestrian crossings, bicycle facilities, and ADA improvements	-2.876	-0.244	-0.244
WSDOT	I-205 SB 134th St. to Mill Plain Blvd. Ramp Meter	Install mast arms, ramp signals, electrical services, signs, cameras, detection, conduits, minor paving, striping, fiber optics communication, and other items to operate ramp meters	-51.313	-4.219	-8.762
WSDOT	I-5/SB SR 502 to Cowlitz Way – Ramp Meters	Install 3 ramp meters, mast arms, signals, and cameras	-34.209	-2.812	-5.841
WSDOT	SR 500, I-5 at 39th St. – Corridor Connection	Construct westbound right-turn lane from E 39th Street to I-5 Northbound ramp	-1.614	-0.166	-0.375



APPENDIX C: Public Comments

Introduction

Citizens and appropriate parties were provided a reasonable opportunity to comment on the 2024-2027 Transportation Improvement Program (TIP) through a public involvement process. This process includes a minimum of a 30-day public comment period. Public comment period concluded with testimony at the October RTC Board meeting. The draft TIP document and project information was made available during the public comment period. Although projects were discussed no public comments were submitted on the TIP document.

APPENDIX D: 2024-2027 TIP Project Analysis

Introduction

Appendix D provides an overview of the projects included in the 2024-2027 TIP, including project type and spending by project type.

Projects by Type

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

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

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

Table 9: Projects by Type

Project Type	Number of Projects	% of Projects	Total Programmed	% of Total Programmed
Bicycle & Pedestrian	17	23.3%	\$19,116,987	2.5%
Bridge	14	19.2%	\$268,342,154	35.3%
Planning	2	2.7%	\$4,456,646	0.6%
Preservation	4	5.5%	\$56,070,778	7.4%
Road Improvement	14	19.2%	\$172,749,169	22.7%
Safety	12	16.4%	\$97,087,168	12.8%
Transit	5	6.8%	\$137,822,763	18.1%
TSMO	5	6.8%	\$4,466,437	0.6%
Total	73	100%	\$760,112,102	100%

Figure 6: Percentage of Projects by Project Type (Total Projects 73)

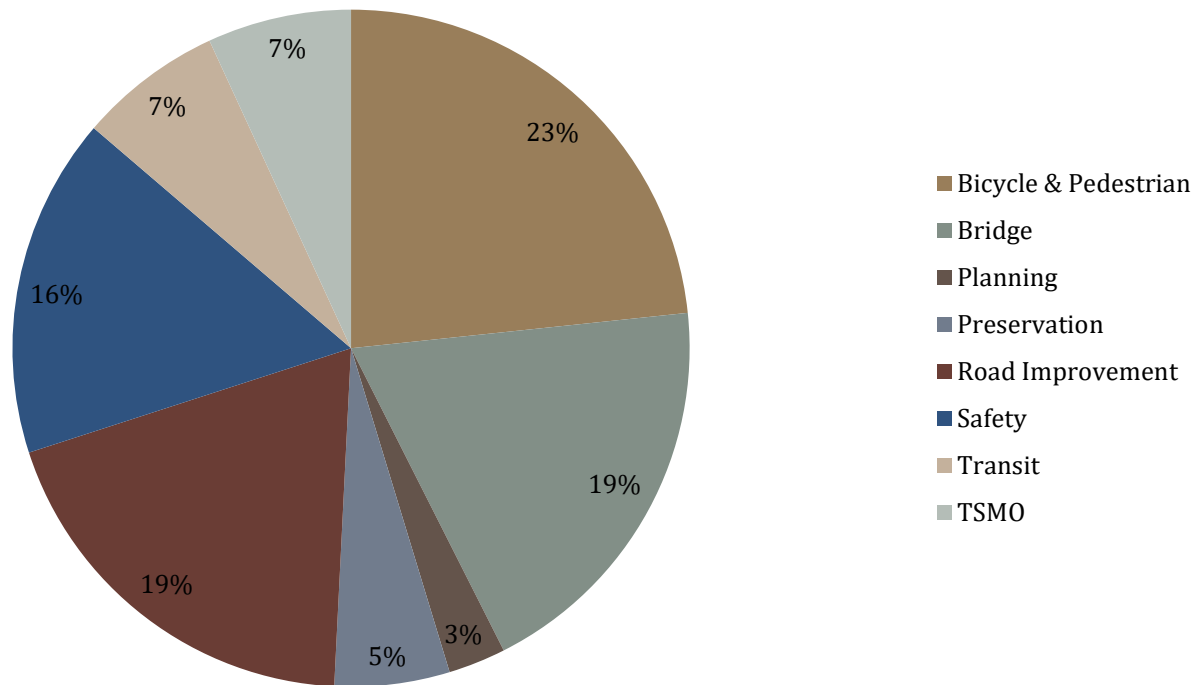


Figure 7: Percentage of Dollars Programmed by Project Type (Total Programmed \$760.1 million)

