2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

Clark County

October 2026

DRAFT

Southwest Washington Regional Transportation Council

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(placeholder for RTC Board Resolution)

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Chapter 1: Introduction

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 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.

Southwest Washington Regional Transportation Council (RTC)

Southwest Washington Regional Transportation Council (RTC) is the MPO for the Clark County, Washington portion of the larger Portland-Vancouver metropolitan area. RTC is also the state-designated Regional Transportation Planning Organization (RTPO) for Clark

County, Skamania County, and Klickitat County. 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-Vancouver metropolitan area.

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.

As a condition for the receipt of federal capital or operating funding into Clark County, RTC must ensure that transportation expenditures are based on a continuing, cooperative and comprehensive transportation planning process. The federal funds for transportation projects and programs are channeled through this planning process and awarded to local agencies and jurisdictions dealing with transportation. These MPO functions must be carried out in cooperation with state and local agencies.

Figure 1: Four-County Portland-Vancouver Metro Area

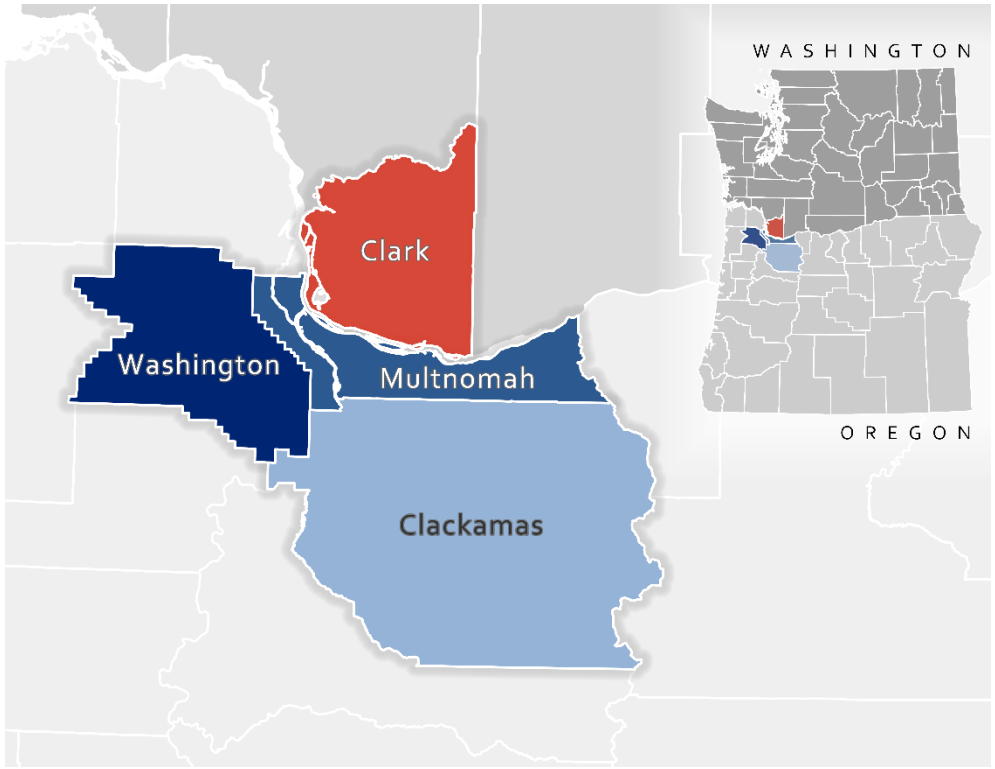
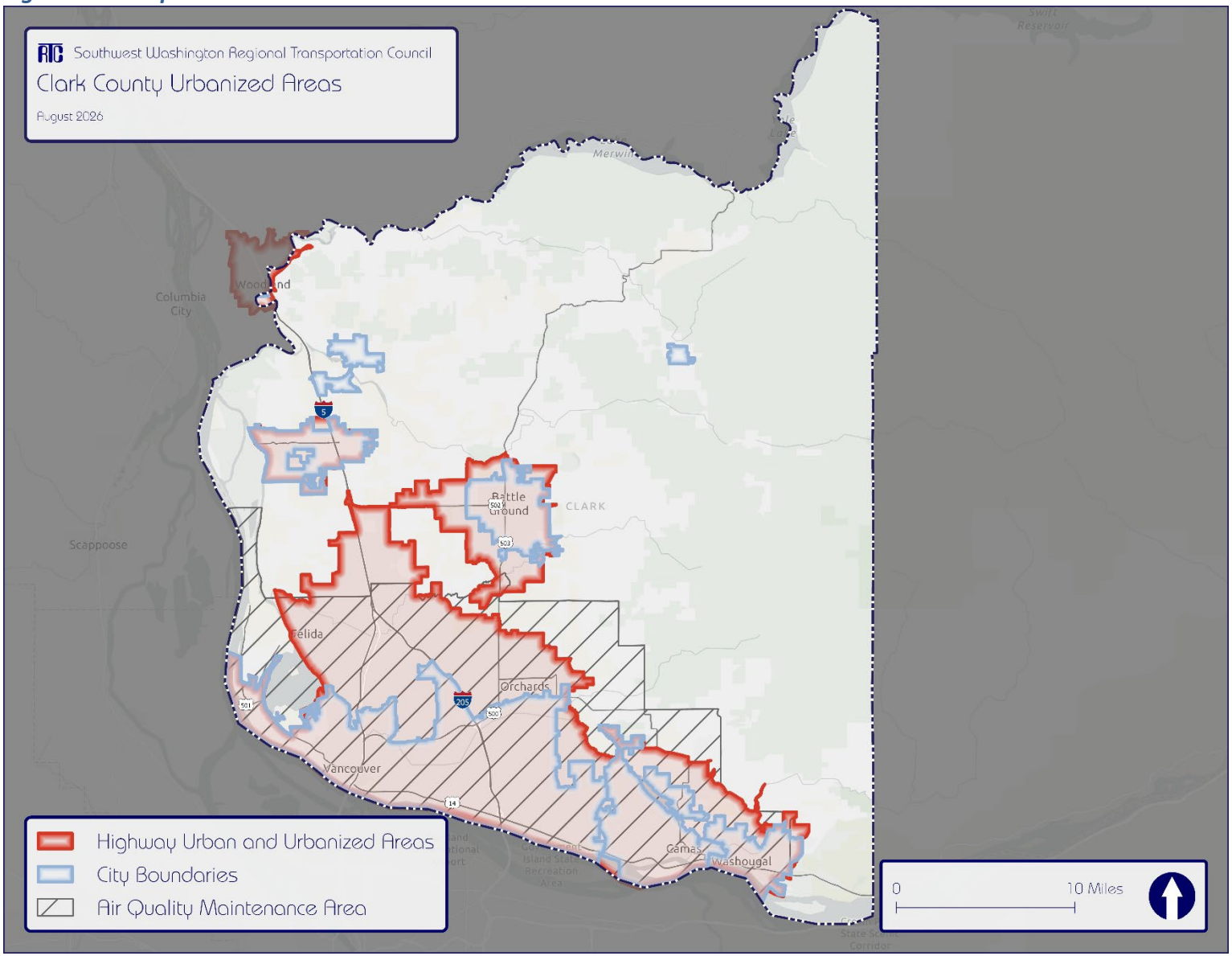


Figure 2: Transportation Boundaries



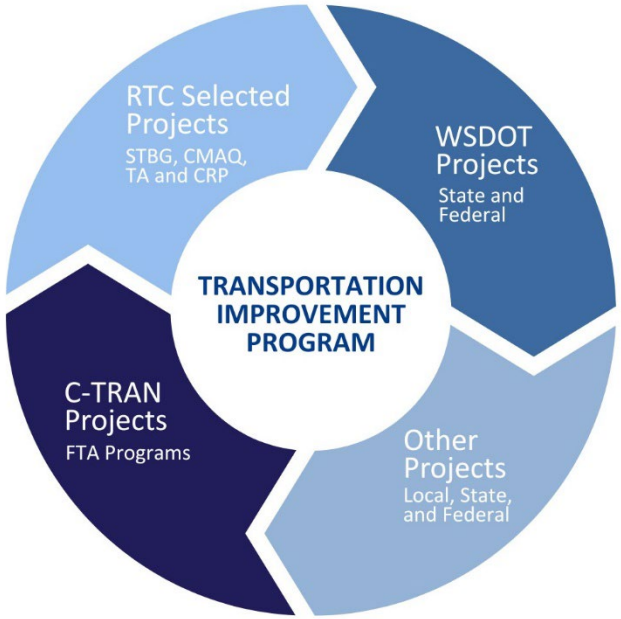
Chapter 2: TIP Development Process

The RTC Transportation Improvement Program (TIP) is a product of the regional transportation planning process, which is conducted cooperatively by RTC, the Washington State Department of Transportation, local general-purpose governments, and C-TRAN. Although federal transportation revenues are prioritized through federal, state, and regional processes, all projects are programmed through the regional decision-making process (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.

Figure 3: TIP Development Process



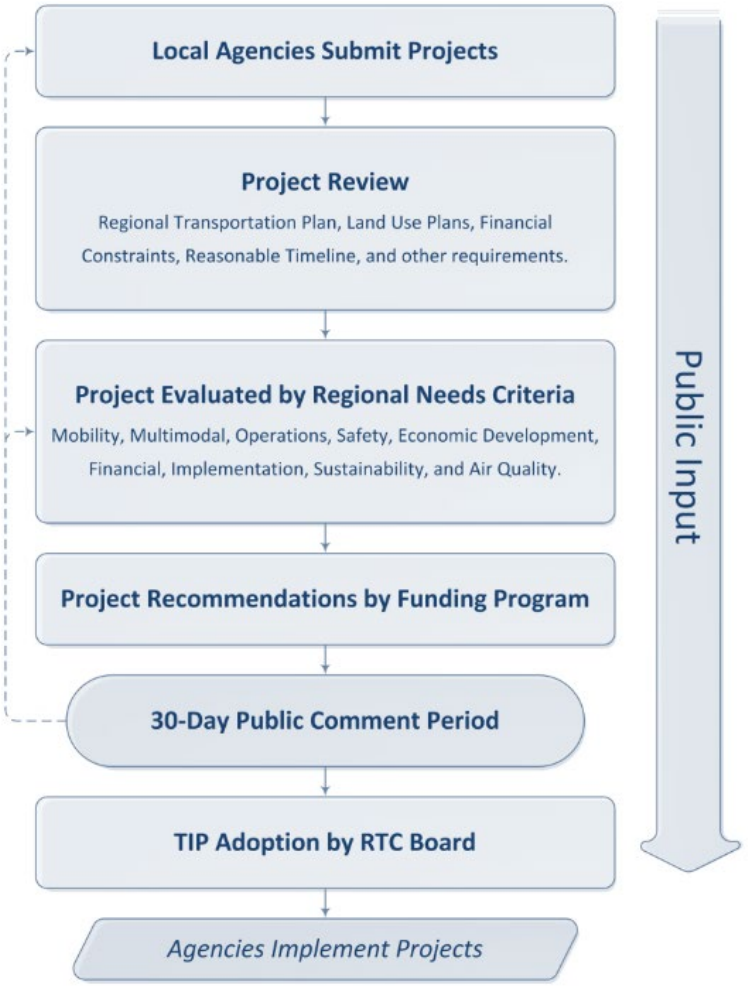
Regional Project Development Process

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), and Transportation Alternatives (TA).

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.

Figure 4: Regional Project Development Process



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, provides reasonable public notice and time for public review, provides 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.

Members of the public 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 4, 2026, until October 6, 2026, 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 September 2026 through October 2026, 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.

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 TIP are either drawn 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 CMP) is to apply strategies that can improve transportation system performance and reliability. The CMP 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 CMP. The CMP 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 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.

Chapter 3: TIP Administration

Occasionally changes need to be made to the Transportation Improvement Program (TIP) following its adoption. Federal regulations permit changes to the TIP if the procedures for doing so are consistent with federal requirements. Changes include project cost adjustment, scope changes, addition of projects. 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 two weeks before the monthly RTAC meeting.

RTC's TIP administration processes will be carried out through RTAC and RTC Board meetings, consistent with the Public Participation Plan. Administrative modifications are moderate changes that require approval from the RTC Executive Director and notification to the Regional Transportation Advisory Committee (RTAC). Amendments are substantial changes to projects that require action from the RTC Board of Directors. It is important to note that in some cases the RTC TIP administration process may differ from that of the State's. These TIP administration processes are further explained and procedures are outlined below.

TIP Administration Process

Corrections to the Clark County TIP do not substantially change a project and do not require the TIP to be changed. TIP administrative modification is a moderate change that requires approval from the RTC Executive Director and amendments are substantial changes to a project that require action from the RTC Board of Directors.

The Clark County TIP administrative modification and amendment process includes the following steps:

1. Project sponsor submits a 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 the request to ensure that all needed information is provided and determines the type of action that is required. The request is also reviewed for financial feasibility, consistency with the RTP and other state and federal requirements, etc.
3. Administrative modifications and amendments are posted on the RTC website.
4. If the request is a correction, RTC staff will change the regional TIP and notify WSDOT of the change if needed. In most cases the TIP does not need to be changed.
5. If the request is an administrative modification, the RTC Executive Director approves the action. RTAC is notified of the administrative modification. If approved, staff will change the regional TIP and submit the change to WSDOT for inclusion in the STIP. Administrative modifications are due to the WSDOT the third Friday of the month
6. If the request is an amendment, RTAC reviews the change and makes a recommendation for approval to the RTC Board of Directors. If the RTC Board approves the change, staff will change the regional TIP and submit the change to WSDOT for inclusion in the STIP. Amendments are due to the WSDOT the third Friday of the month and typically take 3-4 weeks for the STIP to be amended.
7. Once administrative modifications and amendments are submitted to WSDOT, they are reviewed by WSDOT staff, approved by the Governor's representative, and will receive final approval by FHWA and FTA. The process to amend the STIP typically takes 3-4 weeks to be completed once administrative modifications and amendments are submitted to the State.

Corrections

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

- Moving a project within the four years of the TIP
- Change in federal funding source(s)
- Adjustment in project's funding following bid process to allow for award of contract

- Moving dollars to the next project phase (preliminary engineering to right-of-way or right-of-way to construction)

Administrative Modifications

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

- Revision to lead agency
- Adding or deleting a prior phase of project not previously authorized by WSDOT
- Minor changes or corrections in project information
- Minor scope changes
- Change in federal funding amounts of less or equal to 30% (or any amount less than $3 million)

Amendments

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

- Adding a new project
- Restoration of project to the TIP that was included in a previous version of the TIP
- Deleting a project
- Adding a future project phase
- Adding federal dollars to a project currently in the TIP that does not have federal funds

- Major scope changes or major changes in design concept
- Changes to a project's total programming amount greater than 30% (or any amount that exceeds $3 million)

Amendment and Administrative Modifications Schedule

To align with the schedule for RTAC, the Board of Directors, and WSDOT submission deadline, amendments and modifications must be submitted to RTC in certain windows to be processed as efficiently as possible. Administrative modifications typically take four to six weeks to process and amendments typically take eight to ten weeks.

Changes to the TIP can be submitted monthly between December and September, except in July because RTAC does not meet during that month. Requests for administrative modifications and amendments to the TIP are due to RTC two weeks before the monthly RTAC meeting. RTC posts the annual schedule for amendments and modifications under the Transportation Improvement Program section of RTC's web site.

Chapter 4: Air Quality Conformity

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; that is, 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 (O_3) NAAQS and a moderate carbon monoxide (CO) nonattainment area. This action was taken in accordance with Section 107 of the Federal Clean Air Act as amended in 1990.

The Southwest Clean Air Agency (SWCAA) developed, as supplements to the State Implementation Plan, two maintenance plans: one for carbon monoxide (CO) and another for ozone (O_3). In October 1996 the Carbon Monoxide Maintenance Plan and in April 1997 the Ozone Maintenance Plan were approved by the 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.

Chapter 5: Performance-Based Planning

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:

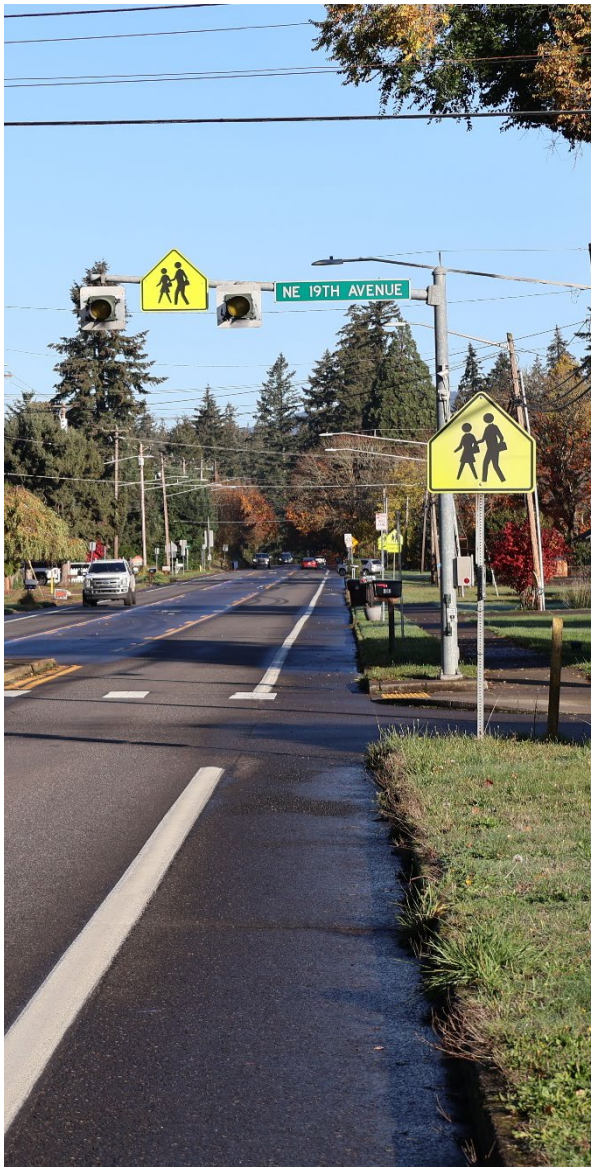
- Safety—to achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- Infrastructure Condition—to maintain the highway infrastructure asset system in a state of good repair
- Congestion Reduction—to achieve a significant reduction in congestion on the National Highway System
- System Reliability—to improve the efficiency of the surface transportation system
- 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 Infrastructure Investment and Jobs Act (IIJA), signed into law in 2021, continued MAP-21's performance management approach, requiring states and 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 FHWA and 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 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 DOT's 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 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, infrastucture 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's region is in air quality attainment; therefore, the congestion reduction performance measures do not apply.

RTC's 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 DOTs are required by the federal 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 WSDOT's targets for safety. By doing so, RTC has agreed to plan and program projects, including those in the TIP, so that they contribute to WSDOT safety targets (as reported to the FHWA as part of WSDOT's HSIP annual submittal). As part of this work effort, RTC developed and adopted a Clark County Safety Action Plan in June of 2025, which sets goals for reducing fatal and serious injury crashes in Clark County which aligns with WSDOT's safety targets.

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 DOTs and MPOs are required by the 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 target 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 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 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 DOTs and MPOs are required by the NHPP to measure travel time reliability on the interstate and non-interstate NHS, to assess freight movement on the interstate system, and to assess traffic congestion for the purpose of carrying out the 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 MPOs, including RTC, and the WSDOT set, adopted, and reported to the 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 align more fully funding decisions, including those in the 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, RTPOs, and local agencies coordinate their transportation planning efforts to develop transportation priorities that contribute toward 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 toward 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 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 adopts a TAM every four years.

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 TIP.

Transit Safety Plan

The FTA established the Public Transportation Agency Safety Plan (PTASP) Final Rule in 2018. In 2024 the FTA updated the regulations for the PTASP requiring specific modifications to reduce agency risk, address the rise of assaults on frontline transit workers that has occurred across the United States, and set specific safety performance targets. 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.

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 TIP.

Chapter 6: Financial Plan

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 the 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 TIP.

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 WSDOT. For state- or federal-selected funding sources, the regional total is assumed to be equal to the total of projects selected by the WSDOT or by federal agencies.

Operation and Maintenance Cost

The Clark County region faces challenges in funding the transportation system into the future. As the Region looks to future needs, the costs of providing new transportation capacity continue to increase; and the effectiveness of that capacity is often quickly compromised by growing traffic. In addition, as the region grows, so do its transportation assets and the cost of preserving and maintaining them.

This expanded infrastructure and the aging of existing infrastructure requires regular and predictable investments in maintenance, preservation, and operations. Much of the region's infrastructure was built many decades ago and, over the next two decades, will require significant preservation efforts or major rehabilitation. Deferring maintenance can further increase the cost of preserving critical transportation assets.

Transportation agencies in Clark County are responsible for keeping the street, road, and highway systems in states of good repair through regular maintenance. These activities include sealing cracks, repairing pavement, cleaning and repairing drains, fixing signals, and sweeping streets. Major repair, rehabilitation, and reconstruction activities include repaving, reconstructing subgrade, and drainage. Agencies monitor roadway conditions and identify roadway maintenance needs through their regular pavement management systems. Timely preservation of roadway infrastructure can help maximize pavement life and minimize preservation and maintenance costs.

WSDOT confirmed that the cost of deferred maintenance, such as waiting until pavement is in poor condition to repair it, drives up long-term cost, shortens the life cycle for rehabilitation, and can cost 4 to 8 times more. WSDOT Southwest

Region has spent around $17 million annually on preservation and maintenance activities since the adoption of the 2019 RTP in Clark County.

Clark County agencies spend about $65 million annually to maintain and preserve the transportation system. As the transportation system ages and grows over the 22-year period covered by this RTP, the proportion of transportation dollars needed to preserve and maintain infrastructure is likely to increase. Therefore, this could require tradeoffs between making capital investments and preserving system integrity.

C-TRAN's preservation and maintenance cost is about $76.7 million. Their preventive maintenance program has effectively reduced overall maintenance costs by decreasing the number of road calls and the high cost of unpredictable maintenance activity. The average age of C-TRAN's fixed-route fleet is 6.45 years. Given the increasing expense of maintaining an aging fleet, a strong preventative maintenance program is an important cost control measure.

Table 1: Estimated Preservation and Maintenance Costs

Agency	Annual	RTP 21-years
WSDOT	$16,854,669	$514,687,324
Clark County and Cities	$64,780,596	$1,978,190,827
Total Roadway	**$81,635,265**	**$2,492,878,151**
Transit Operations	$76,679,910	$2,341,557,565

Source: WSDOT, C-TRAN

Table 1 summarizes preservation and maintenance costs for local and state facilities based on historical expenditures. An annual 3 percent inflation factor is applied to determine the 2045 preservation and maintenance costs. The combined estimated preservation and maintenance cost to WSDOT, local agencies, and C-TRAN by 2045 is approximately $5 billion.

Project Selection

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) established funding for MPOs to program federal funds that support regionally established transportation goals and policies. The passage of ISTEA encouraged MPOs to consider the full range of transportation modes, not just automobile related projects. The funding program, known as the Surface Transportation Block Grant, or STBG program, resulted in a significant change for how regional projects were selected and the types of projects that were eligible for federal funds.

RTC is responsible for distributing Surface Transportation Block Grant Program Funds (STBG), along with the Transportation Alternatives (TA), Carbon Reduction Program (CRP), and Congestion Mitigation and Air Quality improvement Program (CMAQ) program funds. With these programs RTC prioritizes and selects projects that support all aspects of the transportation system, including streets, public transportation, walking and biking facilities, and travel demand management. Projects are selected by the RTC Board of Directors though a competitive process designed to ensure that projects are prioritized consistent with the Vision and Goals identified in the RTP.

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. The regional selection process for TA funds 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.

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.

Table 2: 2027-2030 Financial Feasibility Summary

	Fund	Year	Starting Balance	Annual Allocation	Available Revenue	Total Programmed	Ending Balance
Federal Allocation to RTC	STBG	2027	-$631,238	$9,767,248	$9,136,010	$8,475,000	$661,010
		2028	$661,010	$7,813,798	$8,474,808	$7,884,000	$590,808
		2029	$590,808	$7,813,798	$8,404,606	$7,337,500	$1,067,106
		2030	$1,067,106	$7,813,798	$8,880,904	$6,190,000	$2,690,904
	CMAQ	2027	-$670,625	$3,217,904	$2,547,279	$1,525,000	$1,022,279
		2028	$1,022,279	$2,574,323	$3,596,602	$3,100,000	$496,602
		2029	$496,602	$2,574,323	$3,070,925	$2,800,000	$270,925
		2030	$270,925	$2,574,323	$2,845,248	$1,300,000	$1,545,248
	TA	2027	$196,016	$157,086	$353,102	$0	$353,102
		2028	$353,102	$1,120,309	$1,473,411	$1,200,000	$273,411
		2029	$273,411	$1,120,309	$1,393,720	$1,302,800	$90,920
		2030	$90,920	$1,120,309	$1,211,229	$758,100	$453,129
Federal FTA Regional Program Allocations	5307	2027		$8,540,000	$8,540,000	$8,540,000	$0
		2028		$8,540,000	$8,540,000	$8,540,000	$0
		2029		$8,540,000	$8,540,000	$8,540,000	$0
		2030		$8,540,000	$8,540,000	$8,540,000	$0
	5310	2027		$1,328,308	$1,328,308	$1,328,308	$0
		2028		$664,154	$664,154	$664,154	$0
		2029		$664,154	$664,154	$664,154	$0
		2030		$664,154	$664,154	$664,154	$0

	Fund	Year	Starting Balance	Annual Allocation	Available Revenue	Total Programmed	Ending Balance
	5337	2027		$570,554	$570,554	$570,554	$0
		2028		$142,000	$142,000	$142,000	$0
		2029		$142,000	$142,000	$142,000	$0
		2030		$142,000	$142,000	$142,000	$0
	5339	2027		$3,035,663	$3,035,663	$3,035,663	$0
		2028		$780,000	$780,000	$780,000	$0
		2029		$780,000	$780,000	$780,000	$0
		2030		$780,000	$780,000	$780,000	$0
Federal Discretionary Programs	DEMO	2027		$2,000,000	$2,000,000	$2,000,000	$0
	RAISE	2027		$17,463,128	$17,463,128	$17,463,128	$0
	WFL	2027		$749,387	$749,387	$749,387	$0
	Discretionary	2027		$590,000,000	$590,000,000	$590,000,000	$0
		2028		$34,380,000	$34,380,000	$34,380,000	$0
State Distributed Federal Fund Programs	BR	2027		$627,300	$627,300	$627,300	$0
		2028		$2,453,800	$2,453,800	$2,453,800	$0
		2029		$5,725,000	$5,725,000	$5,725,000	$0
	HSIP	2027		$2,018,000	$2,018,000	$2,018,000	$0
		2028		$2,068,000	$2,068,000	$2,068,000	$0
	NHPP	2027		$707,343,382	$707,343,382	$707,343,382	$0
		2029		$5,594,830	$5,594,830	$5,594,830	$0

	Fund	Year	Starting Balance	Annual Allocation	Available Revenue	Total Programmed	Ending Balance
		2030		$4,389,806	$4,389,806	$4,389,806	$0
	SRTS	2027		$190,000	$190,000	$190,000	$0
		2028		$1,338,200	$1,338,200	$1,338,200	$0
	STBG	2027		$18,561	$18,561	$18,561	$0
	HIP	2027		$4,373,811	$4,373,811	$4,373,811	$0
		2029		$45,141,293	$45,141,293	$45,141,293	$0
		2030		$7,488,039	$7,488,039	$7,488,039	$0
State and Local Programs	State/Local	2027		$1,995,191,595	$1,995,191,595	$1,995,191,595	$0
		2028		$1,493,073,441	$1,493,073,441	$1,493,073,441	$0
		2029		$700,377,097	$700,377,097	$700,377,097	$0
		2030		$26,445,388	$26,445,388	$26,445,388	$0
				Total	**$5,743,690,887**	**$5,734,175,445**	**$4,689,281**

Chapter 7: 2027-2030 Funding Secured Projects

The Metropolitan Transportation Improvement Program 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 In the State Transportation Improvement Program (STIP) database.

Projects programmed in the first two years of the 2027-2030 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.

Project Detail Sheets

Detailed project pages from the STIP are included in Appendix H. Information is provided on each project individually and includes project title, project description, funding information, and other project information. Projects are listed in alphabetical order by agency and project name.

Program Summary

The program of planned projects for 2027-2030 is provided in Table 3. 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.

Table 3: Project Program Summary 2027-2030

Agency	Project	Description	Perform Measure	2027	2028	2029	2030
Battle Ground	NW 5th St, SR 503 to Parkway Ave	*Construct urban collector with multimodal facilities*	S,C,F	RW	CN		
Battle Ground	NW Onsdorff Blvd /SR 503 Intersection	*Construct a roundabout*	S,C,NS	RW			
Battle Ground	SE Grace Ave, Main to Rasmussen	*Upgrade to arterial standards*	S,P,C,NS	CN			
Battle Ground	SW Eaton Blvd, SW 20th Ave to SR 503	*Upgrade to arterial standards*	S,P,C,F,NS		CN		
C-TRAN	4th Plain Bus Rapid Transit Extension	*BRT Van Mall TC to Mill Plain TC*	C,AQ,T,NS	PE/RW /CN	CN	CN	
C-TRAN	ADA Expansion	*Provide additional ADA services*	T,NS	All	All	All	All
C-TRAN	Bus Replacement	*Purchase transit buses*	T,NS	All	All	All	All
C-TRAN	Highway 99 Bus Rapid Transit	*Construct BRT system*	C,AQ,T,NS	CN			
C-TRAN	Preventative Maintenance	*Maintenance of transit assets*	T	All	All	All	All
Camas	NW Lake Rd Safety Improvements	*Install horizontal curve warning signs*	S	CN			
Camas	SR 500/Everett St, NE 35th - NE 43rd Ave	*Upgrade to arterial standards*	S,C,NS		RW		
Clark County	Day Break Bridge #273	*Bridge rehabilitation*	B		CN		
Clark County	Highway 99 Sidewalk, 110th - 117th St	*Construct walking facilities*	S,P,C,NS		CN		
Clark County	I-5/NE 179th Street	*Realign and upgrade arterial*	S,P,C,NS			CN	
Clark County	Matney South Bridge #169	*Scour countermeasures and upgrade*	B	CN			
Clark County	NE 15th Ave, 179th St - 10th Ave	*Construct new arterial*	S,P,C,NS		CN		
Clark County	NE 179th St, NE 15th Ave - NE 26th Ave	*Upgrade to arterial standards*	S,P,C,F,NS				CN
Clark County	NE 179th St, NE 29th Ave - NE 50th Ave	*Upgrade to arterial standards*	S,P,C,NS	RW			
Clark County	NE 179th St Whipple Creek Stormwater	*Construct stormwater facility*				CN	

Clark County	NE 88th St/NE 25th Ave Safety	*Upgrade traffic signals*	S	CN			
Clark County	NE Delfel Rd, 179th St - 184th St	*Realign roadway, roundabout*	S,P,C,F,NS			CN	CN
Clark County	NE Lucia Falls Road Safety	*Road departure countermeasures*	S	CN			
Clark County	NE Ward Road/NE Davis Road	*Construct roundabout*	S,C		CN		
Clark County	NW Bliss Rd/NW 139th St School Safety	*School zone improvements*	S,NS		RW	CN	
Clark County	SE Crown Rd/SE 23rd St. Multimodal Improvements	*Construct biking and walking facilities*	S,NS	PE			CN
Clark County	Seismic Retrofit Bridge Bundle	*Retrofit 3 seismically vulnerable structures*	S,B			CN	
Clark County	Truman School Sidewalk	*Construct walking facilities*	S,B	CN			
Clark County	VAST Traffic Signal Software and ATMS	*Upgrade signal controller hardware*	C,AQ			CN	CN
La Center	La Center Road Shared Use Path	*Construct shared use path*	NS,S				PE
Ridgefield	Carty Road Multi-Purpose Trail Phase 1	*Construct enhanced crosswalk*	S,NS	CN			
Ridgefield	Gee Creek Trail, Heron Dr to Main Ave	*Construct trail*	S,NS	CN			
Ridgefield	S. Hillhurst Multimodal Trail	*Construct biking and walking facilities*	S, NS				CN
RTC	RTC Program Support	*Support the elements of UPWP*		PL	PL	PL	
Vancouver	192nd Ave Corridor, NE 18th St - SE 1st St	*Upgrade to arterial standards*	S,P,C,F,NS	RW			
Vancouver	78th Street/Lakeshore Av. Intersection	*Intersection Improvement*	S,C,F	PE			
Vancouver	Heights District Infrastructure Phase 1	*Complete streets improvements*	S,P,NS	CN			
Vancouver	Image Elementary Pedestrian Crossing	*Pedestrian safety improvements*	S,NS	CN			
Vancouver	Lincoln Elementary School Crossing	*Pedestrian Safety Improvements*	S,NS	CN			
Vancouver	NE 28th St, 138th Ave to 162nd Ave	*Upgrade to arterial standards*	S,P,NS	PE			
Vancouver	NE 49th Street Corridor Completion	*Upgrade to arterial standards*	S,P,C,NS			PE	
Vancouver	Walnut Grove Elementary Sidewalk	*Pedestrian safety improvement*	S,NS	RW	CN		

Washougal	32nd Street Rail Overpass Project	*Construct new RR overpass*	S,C,F	PE	RW /CN		CN
Washougal	39th St Sidewalk: Evergreen Wy - J St	*Construct biking and walking facilities*	S, NS	RW/ CN			
Washougal	32nd St Widening-Middle	*Construct biking and walking facilities*	S,P,NS		RW		
Washougal	S 27th St Shared Use Path	*New separated shared use path*	S, NS		CN	CN	
Washougal	Systemic Stop Controlled Intersections	*Sight distance improvements*	S	CN			
WSDOT	I-205/Glenn Jackson Bridge Deck Repairs	*Expansion and joint repair*	B	PE			CN
WSDOT	Asphalt/Chip Seal Preservation-Clark Co	*Resurface roadways*	P	PE/CN	CN		
WSDOT	Clark County Variable Message Signs	*(2) Variable message signs*	S,C	PE		CN	
WSDOT	Concrete Roadway Preservation-Clark Co	*Replace concrete panels*	P	CN	CN	CN	
WSDOT	I-5 Columbia River Bridge Pre-Tolling	*Construction of tolling infrastructure*	B	RW/ CN			
WSDOT	I-5 Columbia River Bridge Replacement	*Replace bridge*	S,B,C,F,T,NS	PE/RW /CN	CN	CN	
WSDOT	I-5 Columbia River Bridge Transit Design	*Advance transit design to apply for funding*	T	PE			
WSDOT	I-5 Columbia River Bridge (Planning)	*Planning, design and program management functions*	B	PE			
WSDOT	I-5 East Fork Lewis River Bridge NB	*Bridge Rehabilitation*	B	PE	CN		
WSDOT	I-5 SB N Fork Lewis River Bridge	*Bridge and Deck Rehab*	B	PE	CN		
WSDOT	I-5/179th Street Interchange	*Construct interchange*	S,C,NS	RW	CN		
WSDOT	I-5/Columbia River Bridge to 39th St Vicinity	*Paving*	P	PE/CN			
WSDOT	I-5/NE 99th St Vicinity to I-205	*Paving*	P	PE		CN	
WSDOT	I-5/SR 502 to Cowlitz Way - Ramp Meters	*Install ramp meters*	C	CN	CN		
WSDOT	SR 503 Lewis River Yale Bridge	*Bridge and deck rehabilitation*	B	PE		CN	

WSDOT	SWR Strategic Bridge Preservation (27-29)	*Bridge preservation*	S,P,B,F	CN			
WSDOT	SWR Strategic Bridge Preservation (29-31)	*Bridge preservation*	S,P,B,F			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)

APPENDICES

APPENDIX A: RTC Board and Committee Membership

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APPENDIX A: RTC Board of Directors and Committee Membership

RTC is governed by a 15-member board of directors, representing general purpose governments, special purpose districts, governmental agencies, or political subdivisions. State legislators whose districts are within RTC's boundaries are ex-officio (nonvoting) members of the Board.

Table 4: RTC Board of Directors Membership

Agency/Jurisdiction	Agency/Jurisdiction
Clark County	Washington State Department of Transportation
Skamania County	Port of Vancouver
Klickitat County	Port of Camas/Washougal
City of Vancouver	Port of Ridgefield
City of Camas	Port of Skamania County
City of Battle Ground	Port of Klickitat
City of Ridgefield	Cowlitz Indian Tribe
City of La Center	Metro (Portland, OR)
Town of Yacolt	Oregon Department of Transportation
City of Stevenson	Legislators from the following Washington State Districts:
City of North Bonneville	14th District
City of White Salmon	17th District
City of Bingen	18th District
City of Goldendale	20th District
C-TRAN	49th District

RTC Board of Directors

The RTC Board of Directors is the policy decision-making body for RTC, both as MPO and RTPO. As determined by state and federal laws, the RTC Board comprises 15 voting members composed of elected officials representing the region's cities, counties, and ports; the Cowlitz Indian Tribe; senior staff from state transportation agencies; the region's transit agency; and, because RTC provides services in a bistate region, representation from Oregon agencies.

Table 5: RTC Board of Directors Members

Representative	Agency/Jurisdiction
Michelle Belkot	Clark County Councilor
Sue Marshall	Clark County Councilor
Wil Fuentes	Clark County Councilor
Temple Lentz	Port of Vancouver Commissioner (Port Representative)
Leann Caver	C-TRAN Chief Executive Officer
Devin Reck	WSDOT Southwest Region Administrator
Christine Lewis	Metro Councilor, Portland, Oregon
Bill Iyall	Cowlitz Indian Tribe
Asa Leckie	Skamania County Commissioner (Skamania County Representative)
Mahsa Eshghi	City of Washougal Councilmember (Cities East Representative)
Anne McEnerny-Ogle (Chair)	Vancouver City Mayor
Troy McCoy (Vice Chair)	Battleground Council Member (Cities North Representative)
Erik Paulsen	Vancouver Council Member
Rian Windsheimer	Oregon Department of Transportation, Region One Manager
Ron Ihrig	Klickitat County 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)

Within the Clark County MPO region, the Regional Transportation Advisory Committee (RTAC) meets monthly to coordinate the regional transportation planning program and advise the RTC Board on technical transportation issues. RTAC comprises staff from local jurisdictions, the Cowlitz Indian Tribe, WSDOT, C-TRAN as the region's transit agency, and bistate representation from ODOT and Metro. RTAC representation is listed in the table below.

Table 6: RTAC Members

Representative	Agency/Jurisdiction	Representative	Agency/Jurisdiction
Ryan Jeynes	Battle Ground	**Trevor Sleeman**	ODOT
Jim (Curleigh) Carothers	Camas	**Krista Cagle**	Port of Camas/Wash
Harrison Husting	Clark County/Planning	**Ethan Perry**	Port of Ridgefield
Christopher Carle	Clark County/PW	**Jim Hagar**	Port of Vancouver
Jeananne Edwards	Community in Motion	**Miranda Lange**	Ridgefield
Dean Reynolds	Cowlitz Tribe	**Emily Benoit**	Vancouver/Planning
Eric Holmes	CREDC	**Ryan Lopossa**	Vancouver/PW
Taylor Eidt	C-TRAN	**Jonathan Boehme**	Washougal
Tony Cooper	La Center	**Laurie Lebowsky-Young**	WSDOT
John Mermin	Metro	**Judith Perez Keniston** (Chair)	RTC

APPENDIX B: MPO Self-Certification

METROPOLITAN PLANNING ORGANIZATION SELF-CERTIFICATION FOR THE FOLLOWING METROPOLITAN PLANNING AREA

In accordance with 23 CFR Part 450, §450.336, the Washington State Department of Transportation (WSDOT) and the Southwest Washington Regional Transportation Council, Metropolitan Planning Organization (MPO) for the Clark County (WA) 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 23 CFR 450, Subpart C;*
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. *23 U.S.C 101 note 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, and 38;*
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).*

MPO

DocuSigned by:
1093CF97B0334F4...

Signature

Matt Ransom

Printed Name

Executive Director

Title

8/5/2026

Date

WSDOT

Signature

Kate Tollefson

Printed Name

TRIP Regional Coordinator

Title

8/6/2026

Date

APPENDIX C: Major Projects List

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 2026-2029 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 7: Major Projects from 2026-2029 TIP That Were Obligated

Funding Program	Agency	Project Name	Phase	Federal Funds	State Funds	Local Funds	Total Funds
DEMO	Vancouver	Heights District Infrastructure Phase 1 (MacArthur/Mill Plain Complete Street Improvements)	CN	$17,463,128		$4,365,782	$21,828,910
STBG	Vancouver	NE 18th St., 97th to 107th Av.	CN	$12,240,000		$9,516,000	$21,756,000
CMAQ/ STBG/CRP	C-TRAN	Highway 99 BRT	CN	$3,083,504	$16,500,000	$14,258,818	$33,842,322
CMAQ/ STBG	WSDOT	SR-500/I-5 at 39th St. - Corridor Connector	CN	$885,000	$115,000	$135,000	$1,135,000

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

Table 8. Federally Funded Walking and Biking Projects from the 2026-2029 TIP That Were Obligated

Funding Program	Agency	Project Name	Phase	Federal Funds	State Funds	Local Funds	Total Funds
TA	Vancouver	Garrison Road Sidewalk Infill	CN	$350,000		$1,333,589	$1,683,586
DEMO	Vancouver	Heights District Infrastructure Phase 1 (MacArthur/Mill Plain Complete Street Improvements)	CN	$17,463,128		$4,365,782	$21,828,910
TA	Vancouver	Fourth Plain Blvd Mobility Improvements	PE	$300,000	$622,000		$922,000
TA	Vancouver	Hazel Dell Ave & Burt Bridge Creek Trail Crossing	CN	$225,000	$450,000	$35,000	$710,000
STBG	Vancouver	NE 18th St., 97th to 107th Av.	CN	$12,240,000		$9,516,000	$21,756,000
TA	Clark County	Bliss/NW 139th St School Zone	PE	$200,000		$150,000	$350,000
TA/CRP	La Center	Pedestrian Path on Pacific Highway	CN	$700,000	$1,500,000	$47,483	$2,247,483

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

Table 9. Major Projects from 2026-2029 TIP That Were Delayed

Funding Program	Agency	Project Name	Phase	Federal Funds	State Funds	Local Funds	Total Funds
STBG	Washougal	32nd Street Rail Overpass	PE	$1,250,000		$117,000	$1,367,000
HSIP	WSDOT	SR 500/NE Robinson Rd and NE 3rd St. Intersection Safety Improvements	CN	$5,106,657	$104,217		$5,210,874
	WSDOT	I-5 Columbia River Bridge Pre-Completion Tolling Project	CN		$12,264,189	$12,264,188	$24,528,377

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

APPENDIX D: CMAQ Air Quality Projects

The following list of projects utilize CMAQ funding within the 2027-2030 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 10. CMAQ Air Quality Project Status

Agency	Project Title	Project Description	Air Quality Benefits (kg per day)		
			CO	HC	NO_x
Clark County	SE Crown Road/SE 23rd Street Multimodal Improvements	Construct separated pedestrian and bicycle multimodal facilities	1.142	0.097	0.076
Clark County/WSDOT	VAST Traffic Signal Software and ATMS Replacement	Upgrade signal controller hardware	8.068	0.830	1.875
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
Ridgefield	Carty Road Multi-Purpose Trail Phase 1	Construct an enhanced crosswalk at the S Hillhurst Road and Carty Road intersection	0.110	0.009	0.007
WSDOT	I-5/SB SR 502 to Cowlitz Way – Ramp Meters	Install ramp meters, mast arms, signals, and cameras	34.209	5.841	2.812

APPENDIX E: Federal, State, and Local Funding Sources

In 2021 the Infrastructure Investment and Jobs Act (IIJA) was signed into law which authorized $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.

Formula Funding

The IIJA 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, and the Carbon Reduction Program (CRP).

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), and Highway Infrastructure Program (HIP), and Bridge Formula Program (BFP).

Table 11. FHWA Formula Funding Programs

Program	Description	Selecting Agency
National Highway Performance Program (NHPP)	Provide support for the condition and performance of the National Highway System (NHS)	State
Highway Safety Improvement Program (HSIP)	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	State
National Highway Freight Program (NHFP)	Improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support freight goals	State

Program	Description	Selecting Agency
Highway Infrastructure Program (HIP)	Road, bridge, ferry, transit capital, and Intelligent Transportation System (ITS) capital projects for the elimination of hazards and the installation of protective devices at railway-highway crossings	State
Bridge Formula Program (BFP)	Replace, rehabilitate, preserve, protect, and construct bridges on public roads, including non-federal-aid highway bridges	State
Congestion Mitigation and Air Quality (CMAQ)	Flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act	RTC
Surface Transportation Block Grant (STBG)	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	RTC
	• STBG-State (STBG): formula allocation to the Washington State Department of Transportation for use on state highway projects	State
	• Transportation Alternatives (TA): formula allocation for active transportation projects such as walking and biking facilities	RTC
Carbon Reduction Program (CRP)	Projects designed to reduce transportation emissions, defined as carbon dioxide (CO_2) emissions from on-road highway sources and the development of carbon reduction strategies	RTC

Discretionary Funding

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. The Federal Highway Administration selects projects for all of the grant programs, with the exception of projects for the Railroad Crossing Elimination Grant Program, which are selected by the Federal Railroad Administration. Projects can also be funded through Congressional Earmarks and other authorization and appropriations acts.

Table 12. Federal Discretionary Funding Programs

Program	Description
Better Utilizing Investments to Leverage Development (BUILD)	Provides grants for surface transportation infrastructure projects with significant local or regional impact. Eligible projects for BUILD grants include, but are not limited to, highway, bridge, or other road projects; public transportation projects; passenger and freight rail transportation; port infrastructure investments; intermodal projects; and others.
Infrastructure for Rebuilding America (INFRA)	Financial assistance and competitive grants to nationally and regionally significant freight and highway projects.
National Infrastructure Project Assistance Program (MEGA)	Surface transportation infrastructure projects that are too large or complex for traditional funding programs that will have a significant national or regional impact.
Rural Surface Transportation Grants	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.
Safe Streets and Roads for All (SS4A)	Supports planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users.

Program	Description
Reconnecting Communities Pilot Program	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.
Wildlife Crossings Pilot Program (WCPP)	Reduce wildlife-vehicle collisions (WVCs) while improving habitat connectivity for terrestrial and aquatic species.
Bridge Investment Program	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.
Railroad Crossing Elimination Grant Program	Highway-rail or pathway-rail grade crossing improvements that focus on improving the safety and mobility of people and goods.

FTA Program Funding

The Federal Transit Administration (FTA) provides formula funding to public transit systems in Urbanized Areas that is 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. The FTA also provides several discretionary grant programs for funding transit projects and programs.

Table 13. FTA Funding Programs

Program	Description	Type
5307 – Urbanized Area Formula Grants	Transportation capital, planning, job access, and reverse commute projects, as well as operating expenses in certain circumstances.	Formula
5309 – Capital Investment Grants	Major transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit.	Discretionary

Program	Description	Type
5310 – Enhanced Mobility of Seniors & Individuals with Disabilities	Assisting private nonprofit groups in meeting transportation needs of the elderly and persons with disabilities.	Formula
5337 – State of Good Repair	Provides capital assistance for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and high-intensity motorbus systems and can include developing and implementing Transit Asset Management plans.	Formula and Discretionary
5339 – Grants for Buses and Bus Facilities Formula Program	Replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.	Formula and Discretionary
Discretionary Grant Programs	Public Transportation Innovation Grants, Transit Oriented Development (TOD) Planning Pilot Program, and FTA Capital Investment Grants.	Discretionary

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:

Table 14. State Discretionary Funding Programs

Program	Description
Connecting Washington (CWA)	In 2015 the State passed a transportation investment package known as Connecting Washington (CWA). This package provides $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.

Program	Description
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.
Transportation Improvement Board (TIB) Programs	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 through the following programs: • Urban Arterial Program (UAP): improve safety and mobility along arterial streets in urban areas. • Sidewalk Program (SP): pedestrian projects that enhance and promote pedestrian safety and mobility. There is both an urban and small city sidewalk program. • Arterial Preservation Program (APP): provides funding for overlay of federally classified arterial streets in cities with a population greater than 5,000 and an assessed valuation less than $2 billion. • Small City Arterial Program (SCAP): preserve and improve the arterial roadway system for cities under 5,000 population. • Small City Pavement Preservation Program (SCPPP): rehabilitation and maintenance of the small city roadway system. • Complete Streets: funding for cities and counties that have an adopted complete streets ordinance

Program	Description
Washington State Department of Transportation (WSDOT)	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.
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. • County Arterial Preservation Program (CAPP): fund the preservation of existing paved county arterials, 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)	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.

Table 15. Local Revenue Programs

Program	Description
Property Tax	Portion of property taxes to the County Road Fund (approximately $2.25 per $1,000 of assessed value).

Program	Description
Transportation Impact Fees (TIF)	Transportation impact fees to address the impact of development activity on transportation facilities.
Arterial Street Fund (ASF)	Distribution of the state gasoline tax to cities and counties based on each jurisdiction's population.
Road Improvement District (RID)	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.
Frontage Improvement Agreements	Development requirements to construct frontage improvements.
Latecomer Fees	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	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.
Transit-Fare	This is the amount of revenue generated by transit fare, ticket, and pass sales.
Bridge Tolls	Revenue generated from user fees to cover the cost of the construction loan repayment and ongoing maintenance and operations.

APPENDIX F: 2027-2030 TIP Project Analysis

Appendix F provides an overview of the projects included in the 2027-2030 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: stand-alone projects that primarily encourage walking and biking, such as sidewalks, bicycle lanes, paths, improved pedestrian crossings, etc.
- Bridge: work that is accomplished on bridges, such as bridge construction, bridge replacement, repair, and painting.
- Planning: preparing, analyzing, and implementing studies and plans to improve transport systems.
- Preservation: proactive approach to maintain the existing transportation system. This can include pavement overlay, pavement repair, guardrail replacement, etc.
- Road Improvement: improvements that enhance a roadway for motor vehicles, such as road widening, reconstruction, intersection improvements, and other geometric improvements.
- Safety: improvements to the transportation system that are primarily intended to reduce the risk of a collision, such as intersection improvements, signage, lane markings, and guardrails.
- Transit: 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, technology-based projects that are implemented to optimize the performance of existing transportation systems, such as traffic detection and signal improvements.

Table 16. 2027-2030 TIP Projects by Type

Project Type	Number of Projects	% of Projects	Total Programmed	% of Total Programmed
Bicycle & Pedestrian	14	22.2%	$40,722,227	0.7%
Bridge	12	19.0%	$5,180,280,297	90.3%
Planning	1	1.6%	$2,925,000	0.1%
Preservation	4	6.3%	$71,552,863	1.2%
Road Improvement	18	28.6%	$180,606,700	3.1%
Safety	5	7.9%	$65,656,000	1.1%
Transit	6	9.5%	$185,362,993	3.2%
TSMO	3	4.8%	$7,069,365	0.1%
Total	**63**	**100.0%**	**$5,734,175,445**	**100.0%**

Figure 5: Percentage of Projects by Project Type (Total Projects 63)

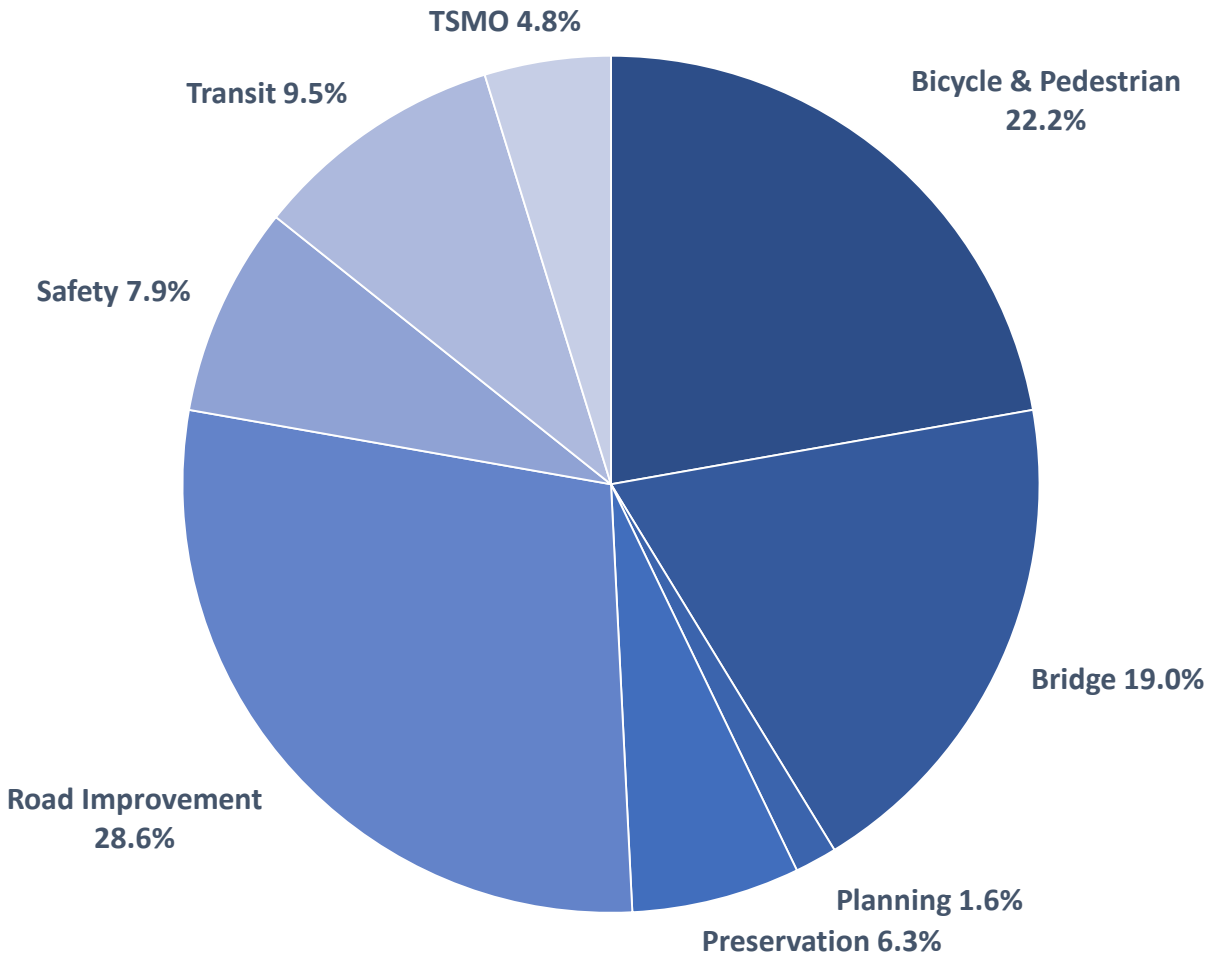
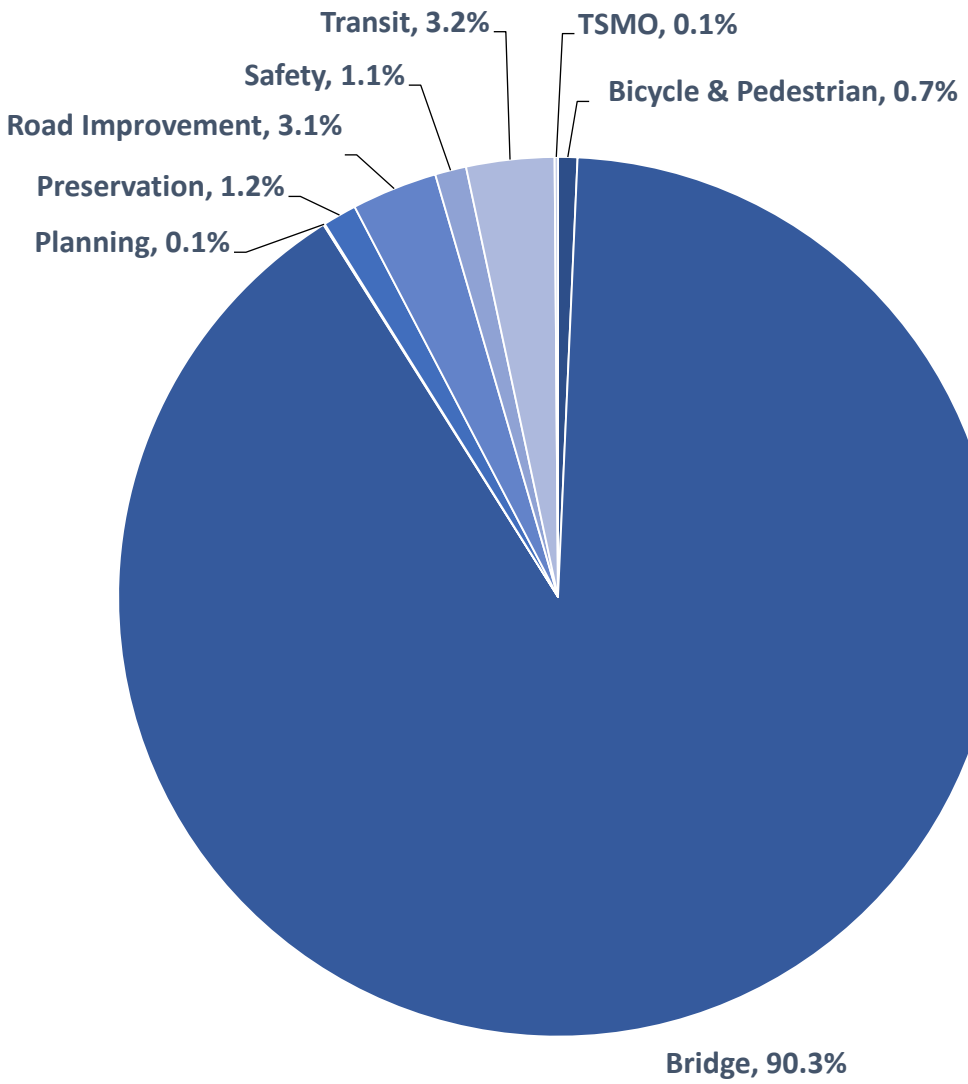


Figure 6: Percentage of Dollars Programmed by Project Type (Total Programmed $2.1 billion)



APPENDIX G: Public Comments

The community and appropriate parties were provided a reasonable opportunity to comment on the 2027-2030 Transportation Improvement Program (TIP) through a public involvement process. The process included a 30-day public comment period where the draft TIP document and project information was made available for review and feedback. RTC did not receive any public comments for the 2027-2030 TIP document. Comments and feedback were received from partner agencies and organizations.

APPENDIX H: Project Detail Sheets

State Transportation Improvement Program detailed project pages are included in Appendix H. Detailed information is provided on each project individually and includes project title, project description, funding information, and other project information. Projects are listed in alphabetical order by agency and project name.

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

totals for years 2027 thru 2030

Report Date - September 02, 2026

Selection Criteria (from SEARCH panel - if any)

Agency	MPO Project ID
County	Agency Project ID
MPO	Secured **Y**
Inside MPO	Planned
Region	Amended
Amendment Number	Is New
Envrionmental Classification	Current Action
Priority Number	Future Action
PIN	Approved as of Date
Title	Federal Fund Code
STIP ID	State Fund Code

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: Battle Ground

STIP ID: BG11-08d

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00	CNWA (020)			01	0.500	CE	Yes	SR 503	N Parkway Avenue	4,525,000	

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	2027		0	CWA	315,000	0	315,000
CN	2028		0	CWA	1,867,894	2,132,106	4,000,000
		Project Totals	**0**		**2,182,894**	**2,132,106**	**4,315,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	315,000	0	0	0	0
CN	0	4,000,000	0	0	0
Totals	**315,000**	**4,000,000**	**0**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Battle Ground	**5,809,000**	**5,682,894**	**14,323,106**	**25,815,000**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: Battle Ground

STIP ID: BG14-02

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05	0503(043)		BG14-02	03	0.000	CE	Yes	NW Onsdorff Blvd	SR 503	5,000,000	

NW Onsdorff Blvd / SR 503 Intersection Improvements

Build a roundabout with sidewalks, landscaping, and streetlighting

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2027		0		0	100,000	100,000
		Project Totals	**0**		**0**	**100,000**	**100,000**

Expenditure Schedule

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

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Battle Ground	**5,809,000**	**5,682,894**	**14,323,106**	**25,815,000**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: Battle Ground

STIP ID: BG11-07

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	4463(002)	WA331	TR1006	03	0.400	CE	Yes	E Main Street	SE Rasmussen Boulevard	12,100,000	

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
CN	2027	STBG(UL)	3,000,000	TIB	2,500,000	1,900,000	7,400,000
		Project Totals	**3,000,000**		**2,500,000**	**1,900,000**	**7,400,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	7,400,000	0	0	0	0
Totals	**7,400,000**	**0**	**0**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Battle Ground	**5,809,000**	**5,682,894**	**14,323,106**	**25,815,000**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: Battle Ground

STIP ID: BG18-01

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	4460(001)			03	0.660	CE	Yes	east of SR 503	west of SW 20th Avenue	16,245,432	

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	2028	STBG(UL)	2,809,000	OTHER	1,000,000	10,191,000	14,000,000
		Project Totals	**2,809,000**		**1,000,000**	**10,191,000**	**14,000,000**

Expenditure Schedule

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

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Battle Ground	**5,809,000**	**5,682,894**	**14,323,106**	**25,815,000**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: C-TRAN

STIP ID: CTRAN004

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03				23	9.500	DCE	Yes	Vancouver Mall Transit Center	Mill Plain Transit Center	57,500,000	

4th Plain Bus Rapid Transit Extension

This project constructs transit improvements needed to extend Bus Rapid Transit (BRT) service along the Fourth Plain and 162nd/164th Avenue corridors, between Vancouver Mall Transit Center and Fisher's Landing Transit Center. 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
PE	2027		0		0	3,250,000	3,250,000
RW	2027		0		0	1,000,000	1,000,000
CN	2027	CMAQ	325,000	WSDOT	4,000,000	7,075,000	11,400,000
CN	2028	CMAQ	2,500,000	WSDOT	4,000,000	9,350,000	15,850,000
CN	2029	CMAQ	2,200,000	WSDOT	4,000,000	19,800,000	26,000,000
		Project Totals	**5,025,000**		**12,000,000**	**40,475,000**	**57,500,000**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: C-TRAN

STIP ID: CTRAN004

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	3,250,000,000	0	0	0	0
RW	1,000,000	0	0	0	0
CN	11,400,000	15,850,000	26,000,000	0	0
Totals	**3,262,400,000**	**15,850,000**	**26,000,000**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for C-TRAN	**48,877,987**	**12,000,000**	**73,784,006**	**134,661,993**

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: C-TRAN

STIP ID: WA-02801

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00				23	0.000	CE	No	District Wide	District Wide	5,271,721	

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 Fund Code	State Funds	Local Funds	Total
ALL	2027	5310	1,328,308		0	780,381	2,108,689
ALL	2028	5310	664,154		0	390,190	1,054,344
ALL	2029	5310	664,154		0	390,190	1,054,344
ALL	2030	5310	664,154		0	390,190	1,054,344
		Project Totals	**3,320,770**		**0**	**1,950,951**	**5,271,721**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	2,108,689	1,054,344	1,054,344	1,054,344	0
Totals	**2,108,689**	**1,054,344**	**1,054,344**	**1,054,344**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for C-TRAN	**48,877,987**	**12,000,000**	**73,784,006**	**134,661,993**

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: C-TRAN

STIP ID: WA-06224

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00				23	0.000	CE	No	District Wide	District Wide	7,965,272	

Bus Replacement

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

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
ALL	2027	5339	3,035,663		0	758,916	3,794,579
ALL	2027	5337	570,554		0	142,639	713,193
ALL	2028	5339	780,000		0	195,000	975,000
ALL	2028	5337	142,000		0	35,500	177,500
ALL	2029	5339	780,000		0	195,000	975,000
ALL	2029	5337	142,000		0	35,500	177,500
ALL	2030	5337	142,000		0	35,500	177,500
ALL	2030	5339	780,000		0	195,000	975,000
		Project Totals	**6,372,217**		**0**	**1,593,055**	**7,965,272**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: C-TRAN

STIP ID: WA-06224

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	4,507,772	1,152,500	1,152,500	1,152,500	0
Totals	**4,507,772**	**1,152,500**	**1,152,500**	**1,152,500**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for C-TRAN	**48,877,987**	**12,000,000**	**73,784,006**	**134,661,993**

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: C-TRAN

STIP ID: CTRAN003

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03				23	9.000	DCE	Yes	Vancouver Waterfront	Salmon Creek	33,907,322	

Highway 99 Bus Rapid Transit

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

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2027		0		0	21,225,000	21,225,000
		Project Totals	**0**		**0**	**21,225,000**	**21,225,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	21,225,000	0	0	0	0
Totals	**21,225,000**	**0**	**0**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for C-TRAN	**48,877,987**	**12,000,000**	**73,784,006**	**134,661,993**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: C-TRAN

STIP ID: WA-02798

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00				23	0.000	CE	No	District Wide	District Wide	42,700,000	

Preventative Maintenance

For maintenance of transit assets.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
ALL	2027	5307	8,540,000		0	2,135,000	10,675,000
ALL	2028	5307	8,540,000		0	2,135,000	10,675,000
ALL	2029	5307	8,540,000		0	2,135,000	10,675,000
ALL	2030	5307	8,540,000		0	2,135,000	10,675,000
		Project Totals	**34,160,000**		**0**	**8,540,000**	**42,700,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	10,675,000	10,675,000	10,675,000	10,675,000	0
Totals	**10,675,000**	**10,675,000**	**10,675,000**	**10,675,000**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for C-TRAN	**48,877,987**	**12,000,000**	**73,784,006**	**134,661,993**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: Camas

STIP ID: 022024

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	7025(004)		STR24004	21	1.600	CE	No	NW Leadbetter Drive	NE Everett Street	1,209,000	

NW Lake Road Safety Improvements

Install horizontal curve warning signs, no passing zone signs, profiled pavement markings, and segment lighting

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2027	HSIP	930,000		0	0	930,000
		Project Totals	**930,000**		**0**	**0**	**930,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	930,000	0	0	0	0
Totals	**930,000**	**0**	**0**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Camas	**1,930,000**	**0**	**381,000**	**2,311,000**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: Camas

STIP ID: 012024

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	0500(035)		STR23005	04	0.500	CE	Yes	NE 35th Ave	NE 43rd Ave	15,498,000	

SR-500/Everett Street

Improve to urban arterial standards with pedestrian and bicycle facilities, illumination and stormwater facilities

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2028	STBG(UL)	1,000,000		0	381,000	1,381,000
		Project Totals	**1,000,000**		**0**	**381,000**	**1,381,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	0	925,000	456,000	0	0
Totals	**0**	**925,000**	**456,000**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Camas	**1,930,000**	**0**	**381,000**	**2,311,000**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: Clark Co.

STIP ID: WA-13928

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05	F067(006)		320222	47	0.060	DCE	Yes	Bridge # 273	Bridge #273	4,515,000	

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	2028	BR	2,453,800		0	1,126,200	3,580,000
		Project Totals	**2,453,800**		**0**	**1,126,200**	**3,580,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	3,570,000	10,000	0	0
Totals	**0**	**3,570,000**	**10,000**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Clark Co.	**24,244,700**	**854,000**	**66,950,400**	**92,049,100**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: Clark Co.

STIP ID: WA-15844

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	4253(016)		CRP 333722	28	0.300	CE	Yes	NE 110th Street	Vicinity of NE 117th Street	4,000,000	

Highway 99 Sidewalk (NE 110th St.-Vicinity of NE 117th St.)

This project will construct a new raised concrete curb and sidewalk along the east side of Highway 99 fulfilling the gap of missing sidewalk between NE 110th Street to the vicinity of NE 117th Street. The project will also address stormwater needs, install conduit, interconnect and upgrade traffic signal operations.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2028	TA(UL)	600,000		0	2,000,000	2,600,000
		Project Totals	**600,000**		**0**	**2,000,000**	**2,600,000**

Expenditure Schedule

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

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Clark Co.	**24,244,700**	**854,000**	**66,950,400**	**92,049,100**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: Clark Co.

STIP ID: WA-12433

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05	4247(002)			03	0.310	DCE	Yes	NE Delfel Road	NE 15th Avenue	9,384,000	

I-5/NE 179th Street

The I-5 bridges will be replaced, NE 179th Street roadway work, NE Delfel Road new alignment, and culvert repair/replacement. Stormwater and utility coordination will be required. Clark County and WSDOT partnership project. The cost represents Clark County's portion of the project. See STIP ID 400523I06A - I-5/179th Street Interchange - Interchange Improvements for WSDOT's portion of project.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2029		0		0	5,500,000	5,500,000
		Project Totals	**0**		**0**	**5,500,000**	**5,500,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	0	450,000	2,000,000	3,050,000
Totals	**0**	**0**	**450,000**	**2,000,000**	**3,050,000**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Clark Co.	**24,244,700**	**854,000**	**66,950,400**	**92,049,100**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: Clark Co.

STIP ID: WA-13933

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
06	2006(079)		320422	47	0.010	DCE	Yes	NE 232nd Avenue	at Matney Creek	1,252,000	

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	2027	BR	627,300		0	62,700	690,000
		Project Totals	**627,300**		**0**	**62,700**	**690,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	680,000	10,000	0	0	0
Totals	**680,000**	**10,000**	**0**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Clark Co.	**24,244,700**	**854,000**	**66,950,400**	**92,049,100**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: Clark Co.

STIP ID: WA-12432

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	4205(001)		372222	01	0.500	CE	Yes	NE 179th Street	NE 10th Avenue	18,659,000	

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. Pedestrian and bicyclist facilities will be constructed. Stormwater and Utility coordination may be required. Roundabout at NE 179th Street and NE 15th Avenue partial designed under this project, but was moved to STIP ID ClaCo-0122.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2029	STBG(UL)	3,000,000		0	11,310,000	14,310,000
		Project Totals	**3,000,000**		**0**	**11,310,000**	**14,310,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	0	7,000,000	7,060,000	250,000
Totals	**0**	**0**	**7,000,000**	**7,060,000**	**250,000**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Clark Co.	**24,244,700**	**854,000**	**66,950,400**	**92,049,100**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: Clark Co.

STIP ID: ClaCo-0122

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	4247(004)		320122	03	0.800	DCE	Yes	NE 15th Avenue	NE 26th Avenue	25,357,000	

NE 179th Street (NE 15th Avenue - NE 26th Avenue)

Improve roadway to a standard arterial (widening lanes and shoulders, installing bike lanes and sidewalks, addressing mitigation). Construct Roundabout at NE 179th Street and NE 15th Avenue. Roundabout design was partially completed (60%) under Federal ID 4205(001).

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2030	STBG(UL)	2,900,000		0	18,608,000	21,508,000
		Project Totals	**2,900,000**		**0**	**18,608,000**	**21,508,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	0	0	550,000	21,538,000
Totals	**0**	**0**	**0**	**550,000**	**21,538,000**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Clark Co.	**24,244,700**	**854,000**	**66,950,400**	**92,049,100**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: Clark Co.

STIP ID: WA-16735

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	4247(005)		352922	03	0.760	DCE	Yes	Vicinity of NE 29th Avenue	Vicinity of NE 50th Avenue	28,912,000	

NE 179th Street (Vicinity of NE 29th Avenue - Vicinity of NE 50th Avenue)

Improve roadway (including bike/ped facilities, retaining walls, stormwater improvements, and mitigation). Address several tributaries of Mill Creek.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2027		0		0	3,000,000	3,000,000
		Project Totals	**0**		**0**	**3,000,000**	**3,000,000**

Expenditure Schedule

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

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Clark Co.	**24,244,700**	**854,000**	**66,950,400**	**92,049,100**

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: Clark Co.

STIP ID: WA-16216

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			333822	37	0.030	DCE	No	NE 179th Street	East of NE 17th Avenue	2,588,000	

NE 179th Street Whipple Creek Stormwater Facility

Multi-project stormwater facility for current and future NE 179th Street area projects.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2029		0		0	2,362,000	2,362,000
		Project Totals	**0**		**0**	**2,362,000**	**2,362,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	0	2,000,000	350,000	12,000
Totals	**0**	**0**	**2,000,000**	**350,000**	**12,000**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Clark Co.	**24,244,700**	**854,000**	**66,950,400**	**92,049,100**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: Clark Co.

STIP ID: WA-16746

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	000S(739)			21	0.140	CE	Yes	NE 88th Street	NE 25th Avenue	621,000	

NE 88th Street/NE 25th Avenue Safety Improvements

Upgrade traffic signal operations and visibility, and improved signing and pavement markings.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2027	HSIP	461,000		0	51,000	512,000
		Project Totals	**461,000**		**0**	**51,000**	**512,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	10,000	502,000	0	0	0
Totals	**10,000**	**502,000**	**0**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Clark Co.	**24,244,700**	**854,000**	**66,950,400**	**92,049,100**

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: Clark Co.

STIP ID: WA-14780

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05	9906(065)		310122	01	0.530	CE	Yes	NE 179th Street	NE 184th Street	23,960,000	

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	2029	STBG(UL)	2,800,000		0	14,422,100	17,222,100
CN	2030	STBG(UL)	290,000		0	0	290,000
		Project Totals	**3,090,000**		**0**	**14,422,100**	**17,512,100**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	0	170,000	8,494,000	8,848,000
Totals	**0**	**0**	**170,000**	**8,494,000**	**8,848,000**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Clark Co.	**24,244,700**	**854,000**	**66,950,400**	**92,049,100**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: Clark Co.

STIP ID: WA-16747

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05	A068(005)			21	0.900	CE	No	Vicinity of NE 294th Street	NE Sunset Falls Road	283,000	

NE Lucia Falls Road Safety Improvements

Install roadway departure countermeasures, and upgrade signing and pavement markings

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2027	HSIP	225,000		0	20,000	245,000
		Project Totals	**225,000**		**0**	**20,000**	**245,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	235,000	10,000	0	0	0
Totals	**235,000**	**10,000**	**0**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Clark Co.	**24,244,700**	**854,000**	**66,950,400**	**92,049,100**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: Clark Co.

STIP ID: ClaCo101

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	000S(640)		320922	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	2028	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	3,414,000	100,000	0	0
Totals	**0**	**3,414,000**	**100,000**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Clark Co.	**24,244,700**	**854,000**	**66,950,400**	**92,049,100**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: Clark Co.

STIP ID: WA-16730

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	9906(068)			21	0.880	CE	Yes	NW 10th Avenue	NW 26th Avenue	1,590,000	

NW Bliss Road/NW 139th Street School Zone Safety Improvements

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

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2028		0		0	20,000	20,000
CN	2029	TA(UL)	800,000		0	420,000	1,220,000
		Project Totals	**800,000**		**0**	**440,000**	**1,240,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	0	20,000	0	0	0
CN	0	0	1,200,000	20,000	0
Totals	**0**	**20,000**	**1,200,000**	**20,000**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Clark Co.	**24,244,700**	**854,000**	**66,950,400**	**92,049,100**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: Clark Co.

STIP ID: WA-17541

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05				28	0.520	CE	Yes	SE 23rd Street	West Fir Court	5,248,000	

SE Crown Road/SE 23rd Street Multimodal Improvements

Construct separated pedestrian and bicycle multimodal facilities, 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
PE	2027		0		0	827,000	827,000
CN	2030	TA(UL)	394,600		0	3,000,000	3,394,600
CN	2030	CMAQ	300,000		0	576,400	876,400
		Project Totals	**694,600**		**0**	**4,403,400**	**5,098,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	275,000	277,000	275,000	0	0
CN	0	0	0	3,394,600	876,400
Totals	**275,000**	**277,000**	**275,000**	**3,394,600**	**876,400**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Clark Co.	**24,244,700**	**854,000**	**66,950,400**	**92,049,100**

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: Clark Co.

STIP ID: WA-16962

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	9906(069)		354122	14	0.150	DCE	No	Various	Various	7,582,000	

Seismic Retrofit Bridge Bundle (Burnt Bridge Crest—No. 13, Heisson—No. 100, Little Washougal—No. 1406)

Seismic retrofits of three seismically vulnerable structures.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2029	BR	5,725,000		0	894,000	6,619,000
		Project Totals	**5,725,000**		**0**	**894,000**	**6,619,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	0	2,300,000	4,319,000	0
Totals	**0**	**0**	**2,300,000**	**4,319,000**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Clark Co.	**24,244,700**	**854,000**	**66,950,400**	**92,049,100**

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: Clark Co.

STIP ID: WA-15157

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05	SR23(001)		CRP 321422	28	0.700	CE	Yes	NE 44th Street/NE 47th Avenue	NE 49th Street/NE 40th Avenue	2,020,000	

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	2027		0	SRTS	694,000	585,000	1,279,000
CN	2027		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	1,239,000	200,000	0	0	0
Totals	**1,239,000**	**200,000**	**0**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Clark Co.	**24,244,700**	**854,000**	**66,950,400**	**92,049,100**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: Clark Co.

STIP ID: WA-16740

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00	9906(027)			04	0.000	CE	No	Various	Various	2,495,000	

VAST Traffic Signal Software and ATMS Replacement

Complete system engineering and implement signal controller hardware and software updates for WSDOT, Clark County, and small cities within Clark County region. The system engineering will determine feasibility and recommend vender.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2029	CMAQ	600,000		0	720,000	1,320,000
CN	2030	CMAQ	1,000,000		0	0	1,000,000
		Project Totals	**1,600,000**		**0**	**720,000**	**2,320,000**

Expenditure Schedule

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

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Clark Co.	**24,244,700**	**854,000**	**66,950,400**	**92,049,100**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: La Center

STIP ID: WA-17526

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04				15	1.490	CE	No	East of Paradies Park Road	La Center Bridge over Lewis River	8,582,240	

La Center Road Shared Use Path

10-feet wide shared use path on La Center Road

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2030	TA(R)	194,800		0	585,440	780,240
		Project Totals	**194,800**		**0**	**585,440**	**780,240**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	780,240	0
Totals	**0**	**0**	**0**	**780,240**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for La Center	**194,800**	**0**	**585,440**	**780,240**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: Ridgefield

STIP ID: WA-16237

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00	9130(001)			28	0.100	CE	Yes	S Hillhurst Rd I/S.	Carty Rd I/S	277,507	

Carty Road Multi-Purpose Trail Phase 1

This project will be Phase 1 of the development of the Carty Road Multi-Purpose Trail project. Phase 1 will be the construction of an enhanced crosswalk at the S Hillhurst Road and Carty Road intersection.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2027		0		0	115,600	115,600
		Project Totals	**0**		**0**	**115,600**	**115,600**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	115,600	0	0	0	0
Totals	**115,600**	**0**	**0**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Ridgefield	**918,087**	**0**	**494,221**	**1,412,308**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: Ridgefield

STIP ID: RF-026

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00	1085(008)			28	0.340	CE	No	Heron Drive	Heron Ridge Storm Facility	1,414,715	

Gee Creek Trail - North Segment

Construct a looped trail from Heron Drive at the Heron Ridge Stormwater facility.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2027	WFL	749,387		0	101,168	850,555
		Project Totals	**749,387**		**0**	**101,168**	**850,555**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	850,555	0	0	0	0
Totals	**850,555**	**0**	**0**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Ridgefield	**918,087**	**0**	**494,221**	**1,412,308**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: Ridgefield

STIP ID: WA-17540

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05				28	0.610	CE	No	S. Sevier Road	Ridgefield High School	446,153	

S. Hillhurst Multimodal Trail

Construct a new multi-modal trail along the north side of S. Hillhurst Rd., connecting S. Sevier Rd to Ridgefield HS.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2030	TA(US)	168,700		0	277,453	446,153
		Project Totals	**168,700**		**0**	**277,453**	**446,153**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	0	0	446,153	0
Totals	**0**	**0**	**0**	**446,153**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Ridgefield	**918,087**	**0**	**494,221**	**1,412,308**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: RTC

STIP ID: WA-08654

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00				18	0.000	CE	No	County Wide	County Wide	3,900,000	

RTC Program Support

Support work elements of the Unified Planning Work Program (UPWP). Project is fully funded with federal funds using Toll Credit as Local Match.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PL	2027	STBG(UL)	920,000		0	0	920,000
PL	2027	STBG(R)	45,000		0	0	45,000
PL	2027	STBG(US)	10,000		0	0	10,000
PL	2028	STBG(US)	10,000		0	0	10,000
PL	2028	STBG(UL)	920,000		0	0	920,000
PL	2028	STBG(R)	45,000		0	0	45,000
PL	2029	STBG(UL)	920,000		0	0	920,000
PL	2029	STBG(US)	10,000		0	0	10,000
PL	2029	STBG(R)	45,000		0	0	45,000
		Project Totals	**2,925,000**		**0**	**0**	**2,925,000**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: RTC

STIP ID: WA-08654

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PL	975,000	975,000	975,000	0	0
Totals	**975,000**	**975,000**	**975,000**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for RTC	**2,925,000**	**0**	**0**	**2,925,000**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: Vancouver

STIP ID: WA-14767

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03	4270(004)		TRANS-607	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	2027	STBG(UL)	2,000,000		0	1,250,000	3,250,000
		Project Totals	**2,000,000**		**0**	**1,250,000**	**3,250,000**

Expenditure Schedule

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

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Vancouver	**22,803,828**	**436,700**	**7,763,882**	**31,004,410**

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: Vancouver

STIP ID: WA-14175

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03				03	0.000	CE	Yes	78th Street	78th Street	1,800,000	

78th Street/Lakeshore Avenue Intersection Improvements

This is the first phase of a 5 phase project to improve freight mobility along 32nd Avenue from SR501 to 78th street. This phase will include intersection improvements to 78th Street and Lakeshore Avenue to improve freight access and mobility for all modes. Improvements will include bicycle and pedestrian enhancements.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2027		0		0	300,000	300,000
		Project Totals	**0**		**0**	**300,000**	**300,000**

Expenditure Schedule

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

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Vancouver	**22,803,828**	**436,700**	**7,763,882**	**31,004,410**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: Vancouver

STIP ID: WA-16099

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
06				28	0.750	CE	Yes	MacArhur Blvd	Mill Plain Blvd	21,828,910	

Heights District Infrastructure Phase 1

This project will construct Complete Street enhancements for two segments of the Grand Loop. The Grand Loop is a pedestrian focused street and linear park that surrounds the core of the Heights Redevelopment Area.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2027	RAISE	17,463,128		0	4,365,782	21,828,910
		Project Totals	**17,463,128**		**0**	**4,365,782**	**21,828,910**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	21,828,910	0	0	0	0
Totals	**21,828,910**	**0**	**0**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Vancouver	**22,803,828**	**436,700**	**7,763,882**	**31,004,410**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: Vancouver

STIP ID: WA-16829

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
07	SR25(007)			28	0.100	CE	No	NE 135th Avenue	NE 135th Avenue	292,000	

Image Elementary Pedestrian Crossing Improvements

High-visibility Crosswalk, Stop Line at Uncontrolled Crosswalks, In-street “Stop for Pedestrian” Signs, Rectangular Rapid Flashing Beacon, Pedestrian and Bicyclist Crossing Illumination, Pedestrian and Bicyclist Segment Illumination, Curb Extension.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2027		0	SRTS	251,700	0	251,700
		Project Totals	**0**		**251,700**	**0**	**251,700**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	251,700	0	0	0	0
Totals	**251,700**	**0**	**0**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Vancouver	**22,803,828**	**436,700**	**7,763,882**	**31,004,410**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: Vancouver

STIP ID: WA-16828

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	SR25(008)			28	0.100	CE	No	W Daniels Street	W Daniels Street	215,000	

Lincoln Elementary School Crossing Improvements

High-visibility Crosswalk, Stop Line at Uncontrolled Crosswalks, Rectangular Rapid Flashing Beacon, ADA Curb Ramps, Accessible Pedestrian Signals.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2027		0	SRTS	185,000	0	185,000
		Project Totals	**0**		**185,000**	**0**	**185,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	185,000	0	0	0	0
Totals	**185,000**	**0**	**0**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Vancouver	**22,803,828**	**436,700**	**7,763,882**	**31,004,410**

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: Vancouver

STIP ID: WA-16181

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04				03	1.200	CE	Yes	NE 138th Avenue	NE 162nd Avenue	14,494,000	

NE 28th Street - 138th Ave to 162nd Ave

Improve NE 28th Street from 136th Avenue to urban arterial standards including improvements along the entire corridor for all modes of travel.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2027	STBG(UL)	1,250,000		0	595,000	1,845,000
		Project Totals	**1,250,000**		**0**	**595,000**	**1,845,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	1,845,000	0	0	0	0
RW	0	0	0	0	100,000
Totals	**1,845,000**	**0**	**0**	**0**	**100,000**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Vancouver	**22,803,828**	**436,700**	**7,763,882**	**31,004,410**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: Vancouver

STIP ID: WA-16713

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
05				03	0.750	CE	Yes	NE 122nd avenue	NE 137th avenue	14,293,600	

NE 49th Street Corridor Completion

The project will upgrade NE 49th Street between NE 122nd Avenue and NE 137th Avenue from the existing 2-lane street to a 3-lane urban minor arterial including pedestrian, bicycle, and intersection improvements.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2029	STBG(UL)	562,500		0	1,253,100	1,815,600
		Project Totals	**562,500**		**0**	**1,253,100**	**1,815,600**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	1,815,600	0	0
RW	0	0	0	0	100,000
Totals	**0**	**0**	**1,815,600**	**0**	**100,000**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Vancouver	**22,803,828**	**436,700**	**7,763,882**	**31,004,410**

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: Vancouver

STIP ID: WA-16830

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	4225(001)			28	0.300	CE	Yes	NE 54th Street	NE 60th Street	1,801,000	

Walnut Grove Elementary School Sidewalk and Pedestrian Crossing Improvements

Pedestrian improvements along NE 72nd Avenue: High-visibility Crosswalk, Stop Line at Controlled Crosswalks, Pedestrian and Bicyclist Crossing Illumination, ADA Curb Ramps, Accessible Pedestrian Signals, Sidewalk with Planted Buffer, Speed Cushions.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2027	SRTS	190,000		0	0	190,000
CN	2028	SRTS	1,338,200		0	0	1,338,200
		Project Totals	**1,528,200**		**0**	**0**	**1,528,200**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	190,000	0	0	0	0
CN	0	1,338,200	0	0	0
Totals	**190,000**	**1,338,200**	**0**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Vancouver	**22,803,828**	**436,700**	**7,763,882**	**31,004,410**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: Washougal

STIP ID: WA-15063

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04		WA411	TP-2023-06	22	0.200	CE	Yes	A Street	F Street	97,502,143	

32nd Street Rail Overpass Project

Construct a new overpass at 32nd Street, just west of the existing at grade crossing. The Project will consist of an overpass structure, that will allow for the future accommodation of a 3rd BNSF track. Reconstruction of the 32nd and 'E' Street and the 32nd and Evergreen intersections with roundabouts, sidewalks, bicycle facilities, and upgrade of stormwater infrastructure. Federal Discretionary funding is FY 2022 Railroad Crossing Elimination Grant Program award from the Federal Railroad Administration.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2027	STBG(UL)	1,250,000		0	117,000	1,367,000
PE	2027	DEMO	2,000,000		0	312,139	2,312,139
RW	2028	STBG(UL)	2,000,000		0	200,000	2,200,000
CN	2028	Discretionary	34,380,000	MAW	7,096,000	12,811,861	54,287,861
CN	2030	STBG(UL)	3,000,000		0	400,000	3,400,000
		Project Totals	**42,630,000**		**7,096,000**	**13,841,000**	**63,567,000**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: Washougal

STIP ID: WA-15063

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	3,679,139	0	0	0	0
RW	0	2,200,000	0	0	0
CN	0	64,700,000	0	3,000,000	0
Totals	**3,679,139**	**66,900,000**	**0**	**3,000,000**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Washougal	**45,234,800**	**8,858,000**	**15,705,069**	**69,797,869**

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: Washougal

STIP ID: WA-15849

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	7071(005)			04	0.880	CE	Yes	Webster Road	W Street	17,912,953	

32nd Street Widening-Middle

The project widens the existing 32nd Street corridor from Webster Lane to W Street. The project includes pedestrian crossing improvements, intersection improvements, ADA curb ramp replacement, retaining walls, guardrail, street lights, curb & gutter, sidewalk, and pavement widening.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2028	STBG(UL)	1,100,000		0	370,000	1,470,000
		Project Totals	**1,100,000**		**0**	**370,000**	**1,470,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	0	1,470,000	0	0	0
Totals	**0**	**1,470,000**	**0**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Washougal	**45,234,800**	**8,858,000**	**15,705,069**	**69,797,869**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: Washougal

STIP ID: WA-16732

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	SR25(019)			38	0.460	CE	Yes	Evergreen Way	J Street	2,579,636	

39th Street Sidewalk: Evergreen Way to J Street

Lane width reduction, high-visibility crosswalk, rectangular rapid flashing beacons, pedestrian and bicyclist crossing illumination, ADA curb ramps, buffered bike lanes, sidewalk without buffer, sidewalk with buffer, safe routes to school safety education classes/trainings, speed feedback sign, speed hump or speed cushions.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2027		0	SRTS	34,000	8,500	42,500
CN	2027		0	SRTS	1,728,000	433,264	2,161,264
		Project Totals	**0**		**1,762,000**	**441,764**	**2,203,764**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	42,500	0	0	0	0
CN	2,161,264	0	0	0	0
Totals	**2,203,764**	**0**	**0**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Washougal	**45,234,800**	**8,858,000**	**15,705,069**	**69,797,869**

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: Washougal

STIP ID: WA-14241

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	7077(002)			28	0.530	CE	Yes	Main Street	Index Street	2,647,851	

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 Fund Code	State Funds	Local Funds	Total
CN	2028	TA(UL)	600,000		0	1,052,305	1,652,305
CN	2029	TA(UL)	502,800		0	0	502,800
		Project Totals	**1,102,800**		**0**	**1,052,305**	**2,155,105**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	2,155,105	0	0	0
Totals	**0**	**2,155,105**	**0**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Washougal	**45,234,800**	**8,858,000**	**15,705,069**	**69,797,869**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County: Clark

Agency: Washougal

STIP ID: WA-16318

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	000S(715)			21	0.000	CE	No	Various	Various	522,000	

Systemic Stop Controlled Intersections

Install signing, pavement marking, curb bulb-out, traffic circle, and sight distance improvements at various intersections.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2027	HSIP	402,000		0	0	402,000
		Project Totals	**402,000**		**0**	**0**	**402,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	402,000	0	0	0	0
Totals	**402,000**	**0**	**0**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Washougal	**45,234,800**	**8,858,000**	**15,705,069**	**69,797,869**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County:

Agency: WSDOT - SW

STIP ID: 420526B06

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		420526B	D20526B	05	0.500	CE	No	26.59	27.09	5,697,108	

I-205/Glenn Jackson Bridge Deck - Rut and Expansion Joint Repair

Repair rutting on Glenn Jackson Bridge (205/1)- ODOT Lead

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2027	NHPP	1,095,943	MVA	121,771	0	1,217,714
CN	2030	NHPP	4,389,806	MVA	89,588	0	4,479,394
		Project Totals	**5,485,749**		**211,359**	**0**	**5,697,108**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	102,600	99,519	393,562	397,572	224,461
CN	0	0	0	670,805	3,808,589
Totals	**102,600**	**99,519**	**393,562**	**1,068,377**	**4,033,050**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - SW	**1,366,149,722**	**961,937,803**	**3,045,331,000**	**5,373,418,525**

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County:

Agency: WSDOT - SW

STIP ID: BPSWRTC06

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00		BPSWRTC	BPSWRTC	05		CE	No	Various	Various	92,582,460	

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. For a list of included projects, go to https://wsdot.wa.gov/construction-planning/search-projects?combine=.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2027		0	MVA	703,218	0	703,218
CN	2027	NHPP	822,765	MVA	16,827	0	839,592
CN	2027	STBG	18,561		0	0	18,561
CN	2028		0	MVA	22,522,666	0	22,522,666
		Project Totals	**841,326**		**23,242,711**	**0**	**24,084,037**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	703,218	0	0	0	0
CN	858,153	22,522,666	0	0	0
Totals	**1,561,371**	**22,522,666**	**0**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - SW	**1,366,149,722**	**961,937,803**	**3,045,331,000**	**5,373,418,525**

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County:

Agency: WSDOT - SW

STIP ID: 400029Q06

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
03		400029Q	D00029Q	21		CE	No	0.00	0.00	900,000	

Clark County Variable Message Signs

Improve highway operation, safety and traveler information by Installing two new variable message signs.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2027		0	MVA	100,000	0	100,000
CN	2029		0	MVA	800,000	0	800,000
		Project Totals	**0**		**900,000**	**0**	**900,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	7,593	75,944	16,463	0	0
CN	0	0	800,000	0	0
Totals	**7,593**	**75,944**	**816,463**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - SW	**1,366,149,722**	**961,937,803**	**3,045,331,000**	**5,373,418,525**

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County:

Agency: WSDOT - SW

STIP ID: WPSWRTC06

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		WPSWRTC	WPSWRTC	05		CE	No	Various	Various	48,679,961	

Concrete Roadway Preservation SW MPO - Clark County

Replace broken and/or cracked concrete panels. The individual projects may be found at https://wsdot.wa.gov/construction-planning/search-projects?combine=.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2027	NHPP	15,257,112	MVA	9,180,900	0	24,438,012
CN	2028		0	MVA	13,157,930	0	13,157,930
CN	2029		0	MVA	539,776	0	539,776
		Project Totals	**15,257,112**		**22,878,606**	**0**	**38,135,718**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	24,438,012	13,157,930	539,776	0	0
Totals	**24,438,012**	**13,157,930**	**539,776**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - SW	**1,366,149,722**	**961,937,803**	**3,045,331,000**	**5,373,418,525**

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County:

Agency: WSDOT - SW

STIP ID: 400527T06

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		400527T	D00527T	10	1.150	EIS	No	0.00	1.15	60,408,000	

I-5 Columbia River Bridge Pre-Completion Tolling Project

This work includes project engineering and construction to install signage, toll gantries, electrical systems, and related structures in preparation of new tolling operations for the I-5 Interstate Bridge in Oregon and Washington. Completion of education, marketing, toll system integration, and customer service to support toll implementation

See Oregon STIP Project I-5: Oregon & Washington Pre-Completion Tolling Key#23876

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2027		0	MAW	600,000	0	600,000
CN	2027		0	MAW	25,976,000	25,958,000	51,934,000
		Project Totals	**0**		**26,576,000**	**25,958,000**	**52,534,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	600,000	0	0	0	0
CN	26,064,000	25,870,000	0	0	0
Totals	**26,664,000**	**25,870,000**	**0**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - SW	**1,366,149,722**	**961,937,803**	**3,045,331,000**	**5,373,418,525**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County:

Agency: WSDOT - SW

STIP ID: 400527B06

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01	0051(325)	400527B	D00527B	10	0.500	EIS	Yes	0.00	0.5	4,965,204,000	

I-5 Columbia River Bridge Replacement

Advance post-NEPA design and construction activities for the I-5 Interstate Bridge replacement over the Columbia River between Oregon and Washington, adjacent to the existing structure. Work will support construction of new bridges to accommodate highway, transit, and active transportation modes and removal of the existing Interstate Bridge. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the river.

Federal discretionary funds are a FY 2023-2024 National Infrastructure Project Assistance (Mega) Program award. See Oregon STIP Project I-5: Columbia River Replacement Key #23877

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County:

Agency: WSDOT - SW

STIP ID: 400527B06

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2027		0		0	361,709,000	361,709,000
PE	2027	Discretionary	45,083,000	MAW	25,512,500	987,500	71,583,000
PE	2027	NHPP	11,123,000		0	11,124,000	22,247,000
RW	2027	NHPP	806,000		0	805,000	1,611,000
RW	2027	NHPP	8,070,000	MAW	30,298,000	55,910,000	94,278,000
RW	2027		0		0	48,526,000	48,526,000
CN	2027	NHPP	571,036,000		0	0	571,036,000
CN	2027		0		0	952,884,000	952,884,000
CN	2027	Discretionary	469,546,000	MAW	47,120,000	0	516,666,000
CN	2027	NHPP	94,453,000	MAW	1,444,000	94,452,000	190,349,000
CN	2028		0	OTHER	661,930,500	661,930,500	1,323,861,000
CN	2029		0		0	634,315,000	634,315,000
		Project Totals	**1,200,117,000**		**766,305,000**	**2,822,643,000**	**4,789,065,000**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County:

Agency: WSDOT - SW

STIP ID: 400527B06

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	111,451,000	147,809,000	128,648,000	49,706,000	12,067,000
RW	41,925,000	55,741,000	28,776,000	16,361,000	1,096,000
CN	0	50,980,000	430,442,000	515,538,000	1,531,182,000
Totals	**153,376,000**	**254,530,000**	**587,866,000**	**581,605,000**	**1,544,345,000**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - SW	**1,366,149,722**	**961,937,803**	**3,045,331,000**	**5,373,418,525**

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County:

Agency: WSDOT - SW

STIP ID: 400530D06

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01	0051(325)	400530D	D00530D	10	0.500	EIS	No	0.00	0.5	50,701,000	

I-5 Columbia River Bridge Replacement Transit Design

Advance post-NEPA transit design to apply for the Capital Investment Grant Full Funding Grant Agreement for light rail transit (LRT) elements north and south of the Columbia River Bridge Replacement, as well as track, systems, and station design throughout the LRT extension.

Federal discretionary funds are a FY 2023-2024 National Infrastructure Project Assistance (Mega) Program award. See Oregon STIP Project I-5: Columbia River Bridge Replacement Transit Key #24473
State/Local Match is covered under WA STIP ID 400519A06 & 400525M06 and OR Key #21570

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2027	Discretionary	50,701,000		0	0	50,701,000
		Project Totals	**50,701,000**		**0**	**0**	**50,701,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	15,137,000	17,576,000	17,988,000	0	0
Totals	**15,137,000**	**17,576,000**	**17,988,000**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - SW	**1,366,149,722**	**961,937,803**	**3,045,331,000**	**5,373,418,525**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County:

Agency: WSDOT - SW

STIP ID: 400525M06

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01	0051(325)	400525M	D00525M	10	1.150	EIS	No	0.00	1.15	283,473,000	

I-5 Columbia River Interstate Bridge

Planning, design and program management functions for the replacement of the I-5 Interstate Bridge between Washington and Oregon. Replacing the bridge is anticipated to improve traffic and mobility for freight and the public traveling across the Columbia River.

Federal discretionary funds are a FY 2023-2024 National Infrastructure Project Assistance (Mega) Program award. See Oregon STIP Project I-5: Columbia River (Interstate) Bridge Key #21570

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2027		0	MAW	40,876,000	68,223,000	109,099,000
PE	2027	NHPP	1,156,000		0	0	1,156,000
PE	2027		0		0	128,107,000	128,107,000
PE	2027	Discretionary	24,670,000		0	0	24,670,000
		Project Totals	**25,826,000**		**40,876,000**	**196,330,000**	**263,032,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	21,326,000	19,350,000	23,394,000	42,729,000	156,233,000
Totals	**21,326,000**	**19,350,000**	**23,394,000**	**42,729,000**	**156,233,000**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - SW	**1,366,149,722**	**961,937,803**	**3,045,331,000**	**5,373,418,525**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County:

Agency: WSDOT - SW

STIP ID: 400528D06

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		400528D	D00528D	14	0.160	CE	No	18.21	18.37	23,503,777	

I-5 East Fork Lewis River Bridge NB - Bridge Rehabilitation

Rehabilitate bridge superstructure.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2027	HIP	1,542,805	MVA	171,423	0	1,714,228
CN	2028	HIP	21,353,758	MVA	435,791	0	21,789,549
		Project Totals	**22,896,563**		**607,214**	**0**	**23,503,777**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	1,524,941	189,287	0	0	0
CN	0	18,766,249	3,023,300	0	0
Totals	**1,524,941**	**18,955,536**	**3,023,300**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - SW	**1,366,149,722**	**961,937,803**	**3,045,331,000**	**5,373,418,525**

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County:

Agency: WSDOT - SW

STIP ID: 400528B06

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		400528B	D00528B	14	0.250	CE	No	19.83	20.08	26,690,430	

I-5 SB N Fork Lewis River Bridge - Bridge and Deck Rehab

Rehabilitate bridge superstructure by repairing cope cracks and truss components. Remove delaminated concrete and patch pedestals under concrete girders.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2027	HIP	2,175,692	MVA	241,743	0	2,417,435
CN	2028	HIP	23,787,535	MVA	485,460	0	24,272,995
		Project Totals	**25,963,227**		**727,203**	**0**	**26,690,430**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	825,964	1,591,471	0	0	0
CN	0	799,581	23,102,180	371,234	0
Totals	**825,964**	**2,391,052**	**23,102,180**	**371,234**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - SW	**1,366,149,722**	**961,937,803**	**3,045,331,000**	**5,373,418,525**

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County:

Agency: WSDOT - SW

STIP ID: 400523I06A

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		400523I	D00523I	03	1.070	EA	Yes	9.00	10.07	86,495,000	

I-5/179th Street Interchange - Interchange Improvements

Construct Interchange and Roadway Improvements.
Clark Co & WSDOT partnership project.
The cost represents WSDOT's portion of the project. See STIP ID WA12433- I-5/NE 179th Street for Clark County's portion of project.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2027		0	CWA	1,842,000	0	1,842,000
CN	2028		0	CWA	75,182,000	0	75,182,000
		Project Totals	**0**		**77,024,000**	**0**	**77,024,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	1,641,546	200,454	0	0	0
CN	0	2,659,700	41,668,628	30,853,672	0
Totals	**1,641,546**	**2,860,154**	**41,668,628**	**30,853,672**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - SW	**1,366,149,722**	**961,937,803**	**3,045,331,000**	**5,373,418,525**

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County:

Agency: WSDOT - SW

STIP ID: D00528P06

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		400528P	D00528P	05	2.500	CE	No	0.00	2.50	3,341,626	

I-5/Columbia River Bridge to 39th St Vicinity - Paving

Pavement condition rating is projected to drop below the adopted standards. Inlay the existing roadway with hot mix asphalt, increasing the existing pavement condition rating to be within adopted standards.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2027	NHPP	261,913	MVA	10,913	0	272,826
CN	2027	NHPP	3,007,424	MVA	61,376	0	3,068,800
		Project Totals	**3,269,337**		**72,289**	**0**	**3,341,626**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	272,826	0	0	0	0
CN	2,665,135	403,664	0	0	0
Totals	**2,937,961**	**403,664**	**0**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - SW	**1,366,149,722**	**961,937,803**	**3,045,331,000**	**5,373,418,525**

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County:

Agency: WSDOT - SW

STIP ID: D00529P06

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		400529P	D00529P	05	2.990	CE	No	4.90	7.89	5,991,482	

I-5/NE 99th St Vicinity to I-205 - Paving

Pavement condition rating is projected to drop below the adopted standards. Inlay the existing roadway with hot mix asphalt, increasing the existing pavement condition rating to be within adopted standards.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2027	NHPP	254,225	MVA	28,247	0	282,472
CN	2029	NHPP	5,594,830	MVA	114,180	0	5,709,010
		Project Totals	**5,849,055**		**142,427**	**0**	**5,991,482**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	38,519	154,076	89,878	0	0
CN	0	0	5,050,794	658,215	0
Totals	**38,519**	**154,076**	**5,140,672**	**658,215**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - SW	**1,366,149,722**	**961,937,803**	**3,045,331,000**	**5,373,418,525**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County:

Agency: WSDOT - SW

STIP ID: 400027Q06

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		400027Q	D00027Q	21	4.750	CE	No	11.25	16.00	4,249,365	

I-5/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
CN	2027	CMAQ	1,200,000	MVA	549,788	0	1,749,788
CN	2027		0	MVA	549,788	400,000	949,788
CN	2028	CMAQ	600,000	MVA	549,789	0	1,149,789
		Project Totals	**1,800,000**		**1,649,365**	**400,000**	**3,849,365**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	2,699,576	1,149,789	0	0	0
Totals	**2,699,576**	**1,149,789**	**0**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - SW	**1,366,149,722**	**961,937,803**	**3,045,331,000**	**5,373,418,525**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County:

Agency: WSDOT - SW

STIP ID: 450329B06

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04		450329B	D50329B	14	0.090	CE	No	27.83	27.92	8,368,982	

SR 503 Lewis River Yale Bridge - Deck and Bridge Rehab

Bridge and deck rehabilitation. Project is also located in Cowlitz Co. This record programs the Clark County portion.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2027	HIP	655,314	MVA	72,812	0	728,126
CN	2029	HIP	7,488,039	MVA	152,817	0	7,640,856
		Project Totals	**8,143,353**		**225,629**	**0**	**8,368,982**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	275,782	321,563	150,781	0	0
CN	0	0	7,376,899	263,957	0
Totals	**275,782**	**321,563**	**7,527,680**	**263,957**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - SW	**1,366,149,722**	**961,937,803**	**3,045,331,000**	**5,373,418,525**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County:

Agency: WSDOT - SW

STIP ID: D00027B06

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00		400027B	D00027B	14	0.000	CE	No	0	0	250,000	

SWR Strategic Bridge Preservation 27-29

"Strategic bridge preservation by State Forces for 27-29 biennium.

See also CWCG, RTC, SWW/RTPO and Non-RTC records.

This record contains 1/4th of total costs."

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2027		0	MVA	250,000	0	250,000
		Project Totals	**0**		**250,000**	**0**	**250,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	62,500	125,000	62,500	0	0
Totals	**62,500**	**125,000**	**62,500**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - SW	**1,366,149,722**	**961,937,803**	**3,045,331,000**	**5,373,418,525**

Washington State S. T. I. P.

2027 to 2030

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC Y Inside N Outside **September 2, 2026**

County:

Agency: WSDOT - SW

STIP ID: D00030B06

Func Cls	Project Number	PME	Agency Project Identifier	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00		400030B	D00030B	14	0.000	CE	No	0	0	250,000	

SWR Strategic Bridge Preservation 29-31

"Strategic bridge preservation by State Forces for 29-31 biennium.

See also CWCG, RTC, SWW/RTPO and Non-RTC records.

This record contains 1/4th of total costs."

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2029		0	MAW	250,000	0	250,000
		Project Totals	**0**		**250,000**	**0**	**250,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	0	62,500	125,000	62,500
Totals	**0**	**0**	**62,500**	**125,000**	**62,500**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - SW	**1,366,149,722**	**961,937,803**	**3,045,331,000**	**5,373,418,525**