From: Jeffrey Delapena
To: hcpheidi@yahoo.com
Cc: Rebecca Messinger
Subject: RE: Comp Plan: WSDOT/Transportation internal consistency issues
Date: Wednesday, September 30, 2026 3:54:00 PM
Attachments: Comments_State_Highways_Salmon_Creek_Road_Fund.pdf
FINAL_Clark-County-Transportation-Alliance-2026-Policy-Statement.pdf
2024_RTP_AppN-Plans, Studies, and Studies.pdf

Hello Heidi,

Thank you for providing these comments and attachments. Confirming these have been received and will be added to the Comprehensive Plan Index of Record.

Best,

Jeff Delapena
Program Assistant
COMMUNITY PLANNING

564.397.4558

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-----Original Message-----
From: Heidi Pozzo <hcpheidi@yahoo.com>
Sent: Wednesday, September 30, 2026 3:34 PM
To: Jeffrey Delapena <Jeffrey.Delapena@clark.wa.gov>
Cc: Oliver Orjiako <Oliver.Orjiako@clark.wa.gov>; Jose Alvarez <Jose.Alvarez@clark.wa.gov>
Subject: Comp Plan: WSDOT/Transportation internal consistency issues

EXTERNAL: This email originated from outside of Clark County. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Jeff,

Please find attached my memo on the transportation element internal inconsistencies focused on WSDOT comments for the Comp Plan. I've uploaded two documents that accompany this to the link you provided: RTP appendix N and the 2026 Transportation Alliance priorities.

Thank you,

Heidi

The Transportation Element and Capital Facilities Plan Are Not Internally Consistent

Submitted for inclusion in the index of record

Clark County Comprehensive Growth Management Plan — 2025–2045 Periodic Update

Re: Transportation Element (Chapter 5) and Transportation Capital Facilities Plan (Appendix A) — planned transportation improvements do not support the allocated growth

To: Clark County Council and Community Planning

From: Heidi Pozzo

Date: September 30, 2026

The Council is preparing to adopt the 2025–2045 Comprehensive Plan Update, which allocates 32,960 housing units and 15,940 jobs to the unincorporated Vancouver urban growth area (Chapter 5, p. 8, lines 14–16). The Growth Management Act requires the transportation element and capital facilities plan to identify the improvements that growth needs, show how they will be paid for, and rest on assumptions compatible with the rest of the plan (RCW 36.70A.070; WAC 365-196-500(2)). As drafted, they do not. The deficiency list, the modeled network, the Arterial Atlas, the concurrency standard, and the funding plan each rest on different assumptions, and the plan does not reconcile them.

In September, WSDOT reviewed the draft transportation capital facilities plan, and County staff answered its comments. That exchange, read with the Planning Commission drafts of Chapter 5 and Appendix A, shows four ways the transportation system the plan relies on is not planned or paid for:

- The County and WSDOT are not working from the same list of problems. WSDOT did not know about locations the County flagged, and the County's list leaves out locations WSDOT, the public, and the Final EIS have identified.
- Growth the plan places on state corridors depends on state improvements that are unfunded, undefined, or in no state plan, and the state's adopted Highway System Plan funds expansion last.
- The County Road Fund, the local backstop, is projected to spend more on operations than it takes in from about 2038, shrinking what it can contribute to capital projects.
- The plan measures need one way and approves development another. A ratio above 0.90 is a deficiency on a state route, while concurrency review approves development on County corridors above the same ratio.

The Salmon Creek Interchange Phase 2 project shows the first three. The County identified the area's road problems in 1997 and closed it to development with moratoria between 2001 and 2006. Phase 2 was to finish the interchange fix that began with Phase 1. The County now states its scope must be redefined and its feasibility study is unfunded, and the Regional Transportation Plan does

not schedule even the study until 2036–2045. The plan still counts $35 million for it, and the 2045 analysis assumes the related interchange improvements are built.

These comments supplement my July 19, 2026 memorandum on internal inconsistency and concurrency, my July 21, 2026 comments on the Transportation and Capital Facilities elements, my August 16, 2026 memorandum on the Arterial Atlas, my August 19, 2026 comments on the RTC travel demand model, and my September 23, 2026 submission, Clark County Does Not Have an Operating Transportation Concurrency System, and do not repeat them.

Salmon Creek Interchange Phase 2 has been in the plans for years without a defined scope, and the plan treats it as built and funded

The record traces Phase 2 across two decades. Table 1 sets out what each document says.

Table 1. Salmon Creek Interchange Phase 2 in the record

Date	Document	What it shows
2001–2006	Ordinances 2001-12-01 through 2006-09-01 (Appendix A, Table 26)	Two development moratoria in the Salmon Creek area, each extended; a 2003 "Salmon Creek fix" amending concurrency, the CFP, and the Arterial Atlas; capacity reserved for preferred land uses
2014	2014–2033 Capital Facilities Plan (Appendix A, Table A.3, p. 10)	Phase 2 (NE 134th St to I-205) carried as an existing CFP project still needed
Sept. 2018	Skyview Station traffic impact study	NE Salmon Creek Ave eastbound at v/c 1.08 and NE 139th St westbound at v/c 0.91 before the development was built
2024	RTC Regional Transportation Plan, Appendix N, p. 40	Planning study for Phase II, $300,000, 2036–2045. Phase II, improved access from NE 134th St to I-205, $35,000,000, 2036–2045, WSDOT/Clark County
Dec. 2025	Clark County Transportation Alliance 2026 Policy Statement	Not among the 17 regional projects, totaling $740 million, for which the region sought directed state funding to complete their funding packages. Supporters include Clark County and RTC
July 1, 2026	Draft Transportation CFP project list, p. 22	Not included in the funding analysis. A feasibility study is needed, and WSDOT coordination is needed to secure grant funding for the study
July 24, 2026	Final EIS, p. 134	The 2045 analysis assumes RTP projects are built, including improvements to the NE 134th Street/Salmon Creek interchange
Planning Commission draft	Appendix A, Table 9, p. 31	Included in the funding analysis at $35,000,000, as corridor improvements to complement WSDOT's capacity improvements to the interchange
Sept. 15, 2026	WSDOT comments 6 and 23	An unfunded feasibility study in RTC's work program. WSDOT describes existing intersection spacing problems on NE 134th St and severe lane imbalance at the NE 20th Ave signal

Date	Document	What it shows
Sept. 17, 2026	County response 6	Scope would need to be updated or redefined. The joint study is unfunded. Timing requires further coordination

Sources: Appendix A (Planning Commission draft) pp. 10, 31, 49–50; Draft Transportation CFP Project List (July 1, 2026) p. 22; Final EIS (July 24, 2026) p. 134; WSDOT comment form with County responses (printed Sept. 17, 2026); Skyview Station traffic impact study, Sept. 2018; RTC 2024 Regional Transportation Plan, Appendix N, p. 40; Clark County Transportation Alliance 2026 Policy Statement.

Four points follow from Table 1.

- The County project exists to complement WSDOT capacity improvements. For Phase 2, the record shows no WSDOT capacity project, only an unfunded study of whether one is feasible (WSDOT 6 and 23; response 6).
- Phase 2 has been carried for years under shifting descriptions: "NE 134th St to I-205" in the 2014–2033 CFP (Appendix A, Table A.3), "improved access from NE 134th St to I-205" at $35 million in the 2024 RTP (Appendix N, p. 40), corridor improvements to complement WSDOT's capacity improvements at the same $35 million in Table 9, and a scope that "would need to be updated or redefined" in the County's response (response 6). Between the July 1 draft and the Planning Commission draft it moved into the funding analysis with no change in its definition.
- Table 9 marks three projects as included in the funding analysis: Phase 2 at $35 million, NE 88th Street at $1.2 million, and NE Ward Road at $1.4 million, together $37.6 million. Table 15 carries $20.1 million for all Regional and Partnership Projects (Appendix A, pp. 31 and 38). The $35 million for Phase 2 alone exceeds that entire category.
- The 2045 analysis assumes the Salmon Creek interchange improvements are complete. Congestion that twice stopped development in this area is treated as solved in the model and funded in the financial plan, while both agencies state in writing that no project has been defined.

Appendix A also lists a Salmon Creek Corridor Planning Study for NE Salmon Creek Ave/NE 134th St from about NE 20th Ave to NE 50th Ave, to be done separately or with a Phase 2 planning study (Appendix A, Table 12, p. 14).

Developer-commissioned traffic studies have shown the corridors around the interchange above the 0.90 standard. A May 11, 2026 memorandum by the applicant's traffic engineer in the 174th Street Subdivision proceeding compiles 27 developer-commissioned studies prepared from 2018 through 2026 (PLD-2026-00002, Ex. 100). It reports NE 134th Street from NE 20th Avenue to NE Salmon Creek Avenue at 1.03 to 1.12 in both peak hours; NE Salmon Creek Avenue from NE 134th Street to NE 50th Avenue at 1.08 in the AM peak; NE 139th Street from NE 20th Avenue to NE 23rd Avenue at 0.917 to 1.24; and NE 10th Avenue from NE 139th Street to NE 149th Street at 1.078 (Ex. 100, Table 1, p. 3).

The County has known about this area's road problems since at least 1997, when most of the Salmon Creek sub-area was placed in urban holding pending a road plan; County staff later found

most of that plan's improvements impractical and cost-prohibitive (Salmon Creek Sub-Area Plan TAC notes, March 10, 2010, p. 1). Between 2001 and 2006 the County imposed an interim urban holding and two moratoria when the network at NE 134th Street fell behind development (Appendix A, Table 26). When it extended the moratorium in 2005, the County found that the remedy was high-cost interchange improvements for I-5 and I-205, which individual developers could not provide (Ordinance 2005-07-21). The Salmon Creek Interchange was the response, in two phases. Phase 1 was built. Phase 2 was to finish the job.

The problems Phase 2 was meant to address remain. WSDOT identifies intersection spacing on NE 134th Street, the connection to the I-205 southbound on-ramp, and severe lane imbalance at the NE 20th Avenue signal, and asks whether Phase 2 addresses them (WSDOT 6). The RTP describes Phase II as improved access from NE 134th Street to I-205, at $35 million, with WSDOT and Clark County as joint lead (Appendix N, p. 40). Appendix A's $35 million matches that entry.

In conversation with County staff, I was told that Phase 2 is the remainder of the original Salmon Creek Interchange Project, split off because there was not enough funding in 2013–2014 to complete it; that the remaining work is primarily WSDOT's optimization of the ramps on NE 134th Street, with the County's corridor language in Table 9 added to flag other improvements it would like considered with that investment; and that a study is needed to redefine the scope and update the cost, since the $35 million was carried over from the RTP.

WSDOT pays for state work and the County for its own. The plan does not say whether the $35 million is the County's share, WSDOT's, or both, yet it counts the full amount in the County's funding analysis, and neither agency has a defined project to fund.

The only step with a defined path is a study, and it has no date. The County states the scope must be redefined and the joint feasibility study is unfunded, with timing to be determined (response 6). The RTP schedules that study for the same 2036–2045 window as the project, and RTC states that most projects on its 20-year list have no identified funding source (Appendix N, pp. 7 and 40). A project not studied until the last decade of the planning period cannot realistically be scoped, designed, funded and built before 2045. Phase 2 is also not among the 17 regional projects, totaling $740 million, for which the Clark County Transportation Alliance, whose supporters include Clark County and RTC, asked the Legislature for directed funding in 2026. The RTP lists WSDOT and the County as joint leads, consistent with each paying for its own part. Neither part is defined or funded. A problem the County identified in 1997 will go unresolved until after 2045.

At the same time, the plan directs density to the areas that depend on this interchange, including the NE 179th Street corridor, NE 50th Avenue and NE Salmon Creek Avenue, 11th Avenue and 164th Street, and NE 119th Street and NE 50th Avenue, all of which rely on the Salmon Creek commercial area for daily needs. My July 19, 2026 memorandum (section 5) sets out how that concentrates demand on the roads serving the commercial area.

The County and WSDOT are not working from the same list

The County's answers to WSDOT appear in a column added to WSDOT's comment form, stamped "DRAFT – For internal discussion only" and printed September 17, 2026. The County states the

purpose of Tables 9 and 10 is RCW 36.70A.070(6)(a)(ii): estimated impacts to state-owned facilities from land use assumptions, "to assist in monitoring the performance of state facilities." Chapter 5 lists the identification of state and local system needs and intergovernmental coordination as required contents (p. 3, lines 16–17 and 26), and states that consistency with the state's highway system plan must be ensured through intergovernmental coordination (p. 4, lines 3–5). The WSDOT exchange shows the two agencies' lists did not match in either direction.

Table 2. Locations the County flagged that WSDOT says it did not know about

Location in Tables 9 and 10	WSDOT comment	WSDOT statement
SR 500 (EB and WB), NE 65th St to NE 182nd Ave	13	What are the deficiencies? "I am not aware."
SR 502 (WB), NE 10th Ave to NB I-5 off-ramp	13	What are the deficiencies? "I am not aware."
SR 502 (WB), I-5 NB off-ramp to I-5 SB on-ramp	11	Asked how the deficiency was identified; the segment has two lanes
SR 503 (NB), NE Roper Rd to NE Potter Rd	13	What are the deficiencies? "I am not aware."
SR 503 at NE 154th St; SR 503 at NE 144th St; SR 500 at NE 19th St; I-5 NB off-ramp at SR 502	18	Stop-controlled intersections; not aware of capacity deficiencies
All rows in Tables 9 and 10	19, 20, 24	None appear in any WSDOT plan or planning study; lines 5–14 are not in the RTP

Source: WSDOT comment form with County responses (printed Sept. 17, 2026); Appendix A, Tables 9 and 10, pp. 31–32.

The County's answer is that the RTP and prior WSDOT studies do not include the preferred land use alternative (response 24). That is the coordination gap. WSDOT's comments stating it was not aware of these deficiencies are dated September 15, 2026, after the August 20 Planning Commission hearing.

Three of the locations WSDOT questions are at the SR 502/I-5 interchange. The County's intersection screening workbook dropped SR 502 at both I-5 ramps from the published results because the Ridgefield I-5 South Connector was assumed built, a road that is not on the County's project list (August 19 comments, section 1). The plan both assumes that interchange is relieved and lists it as needing capacity improvements. The Clark County Transportation Alliance's 2026 statement includes the connector among the regional projects for which it sought directed state funding, at $40 million, led by the City of Ridgefield.

Table 3. Known problems missing from Tables 9 and 10

Location	Who has identified it	In Tables 9 or 10?
SR 503 at NE 119th St	WSDOT SR 503 Corridor Plan; public complaints to WSDOT; prior conversations with County staff (WSDOT 3, 15)	No. County proposes adding it at WSDOT's request
SR 500 (NE 117th Ave) at NE 65th St	WSDOT; prior conversations with County staff (WSDOT 16)	No
SR 500 (NE 58th St) at NE 199th Ave	WSDOT; high crash location (WSDOT 17)	No
I-5 northbound, 179th Street to SR 502	Final EIS Table 76: v/c 0.911 No Action, 0.904 Preferred Alternative; Chapter 5, Table 5.11	No
Salmon Creek Interchange (I-5/I-205/NE 134th St)	County moratoria 2001–2006; WSDOT comment 6	Listed with no defined scope (see above)

Sources: WSDOT comment form with County responses (printed Sept. 17, 2026); Final EIS (July 24, 2026) p. 135, Table 76; Chapter 5, p. 53, Table 5.11; Appendix A, Tables 9 and 10, pp. 31–32.

The SR 503/NE 119th Street row is not only a 2045 question. The County's response is that its consultant did not flag the intersection (responses 3 and 15), and it gives the same answer for SR 500 at NE 65th Street and SR 500 at NE 199th Avenue (responses 16 and 17). Appendix A states that its intersection needs analysis addressed unsignalized intersections of regional significance (p. 2, lines 7–10); SR 503/NE 119th Street is signalized. The RTC model behind that analysis does not produce intersection delay or level of service; intersections were screened only with signal warrants (August 19 comments, section 2). The developer-commissioned traffic study for the Heartwood North Subdivision (Kittelson & Associates, Inc., February 12, 2026; PLD-2025-00114, Exhibit 13) projects, under 2029 background conditions, the westbound approach WSDOT identifies at LOS F in the AM peak hour (152.4 seconds of average delay) and the eastbound and westbound approaches at LOS F in the PM peak hour, with the intersection at overall LOS F in the PM peak. It projects eastbound NE 119th Street between NE 117th Avenue (SR 503) and NE 124th Avenue at a volume-to-capacity ratio of 1.09 (Table 6, p. 21; findings, pp. 31–32; Appendix E worksheets). Ex. 100 reports NE 119th Street from SR 503 to NE 152nd Avenue at 0.97 to 1.10 in the PM peak (Table 1, p. 3). Appendix A lists five County segments, totaling 1.23 miles, above 0.90 in 2045; NE 119th Street is not among them (Table 3, p. 4).

The westbound approach is NE 119th Street, a County road. WSDOT states the signal was built for a widened NE 119th Street and cannot improve without improvements to the local network (WSDOT 15). Widening NE 119th Street is a County improvement, the County's to fund. The County's response instead lists the intersection as a regional partnership project (response 3).

The RTP's only entry for this intersection is a $150,000 planning study, led jointly by WSDOT and Clark County, scheduled for 2036–2045 (Appendix N, p. 43).

The I-5 row matters for the NE 179th Street corridor. Chapter 5 identifies I-5 northbound between 179th Street and SR 502 at a volume-to-capacity ratio of 0.904, LOS E, against the LOS D standard

for Highways of Statewide Significance, and lists it in Table 5.11 among the state routes that will need upgrades to maintain the minimum adopted level of service (Chapter 5, p. 49, lines 15–20; p. 53). It is not in Appendix A Table 9, and WSDOT's comments do not mention it. The two parts of the transportation element list different state needs: Chapter 5 Table 5.11 lists I-5 and the I-205 northbound off-ramp at NE 88th Street, while Appendix A Tables 9 and 10 list SR 500, SR 502 and SR 503 locations. Appendix A also makes its NE 88th Street project contingent on WSDOT's off-ramp connection (Table 9, p. 31), the same ramp Chapter 5 shows at 1.044. Project-level review does not fill the gap. The memorandum compiling 27 developer-commissioned studies notes that none of them reviewed peak-hour volumes on I-5 or I-205 (Ex. 100, p. 6). The same memorandum reports NE/NW 179th Street from NE Delfel Road to NE 15th Avenue at 0.923 to 1.173 in the PM peak (Ex. 100, Table 1, p. 3).

Chapter 5 also did not reference the 2024 Highway System Plan until WSDOT asked (WSDOT 21 and 22).

The plan loads growth onto state corridors with limited or unfunded infrastructure

In response to WSDOT comment 22, the County agrees to add the 2024 Highway System Plan funding order to Chapter 5:

- First, fund operations, maintenance, capital preservation, and required programs such as fish passage.
- Then, from what remains, spend $2 on safety and efficiency for every $1 spent on highway expansion.

The 2045 analysis depends on state highway capacity. The Final EIS finds the SR 503 corridor will operate at an acceptable volume-to-capacity ratio "assuming completion of the RTP project list" (p. 135). Table 4 shows what the plan provides for the state facilities it identifies.

Table 4. State facilities identified in the plan

Facility	Cost estimate	In funding analysis?	In a WSDOT plan or study?
SR 503 at NE 154th St and NE 144th St	N/A	No	No (WSDOT 20)
SR 502 (WB), NE 10th Ave to NB I-5 off-ramp	N/A	No	No (WSDOT 19)
SR 502 (WB), between the I-5 ramps	N/A	No	No (WSDOT 19)
I-5 NB off-ramp at SR 502	N/A	No	No (WSDOT 20)
I-5 NB, 179th Street to SR 502	Not listed	Not listed	Not addressed

Sources: Appendix A, Tables 9 and 10, pp. 31–32; Final EIS Table 76, p. 135; WSDOT comment form with County responses (printed Sept. 17, 2026).

Each facility in Table 4 carries no cost, no County improvement, and no state commitment. State highways are WSDOT's to fund, and the County does not propose to pay for them (response 2). The County also proposes to rewrite every Table 9 and 10 description to say improvements are "potential" and "future" (response 18). The state's funding order places capacity expansion after

preservation and after safety and efficiency at two to one. The plan nonetheless allocates growth that depends on these facilities functioning in 2045.

Appendix A says as much. It states that additional analysis and interagency coordination are needed to define the County's role, responsibility, and level of commitment for each regional partnership project, and that a project left out of the funding analysis may reflect no expected financial commitment from the County (p. 13, lines 13–16).

The Preferred Alternative zoning map places higher-density zoning at the edge of the urban holding along NE 72nd Avenue and SR 503 (Preferred Alternative zoning map, June 25, 2026). Those two roads are the north-south connections between the Vancouver urban growth area and Battle Ground; C-TRAN's Battle Ground route runs on SR 503 (Heartwood North TIA, p. 9). They must carry both the housing the plan places along them and the traffic from the growth the plan allocates to Battle Ground. SR 503 carries no cost or County improvement in Tables 9 and 10, and the RTP's only entry at SR 503/NE 119th Street is a study scheduled for 2036–2045. NE 72nd Avenue carries two different costs in Appendix A, $83.5 million in Table 4 and $104,875,000 in Table 19. The plan adds growth on both routes, and at the end of both, without a funded capacity improvement on either.

WSDOT pays for state projects, and the County is not expected to fund them. The problem is where the plan puts growth. It directs housing onto and beyond SR 503, SR 500, SR 502, I-5 at 179th Street, and the Salmon Creek interchange, where the state improvements those corridors need are unfunded, undefined, or in no state plan. Tables 9 and 10 list state needs with no cost (Appendix A, pp. 31–32), and WSDOT states none appears in any WSDOT plan or study (WSDOT 19, 20, 24). The RTP's only entry at SR 503/NE 119th Street is a study scheduled for 2036–2045, Salmon Creek Phase 2 has no defined scope, and the state's funding order places expansion last. For SR 500 from NE Fourth Plain Boulevard to NE 76th Street, which Table 9 lists with no cost estimate (Appendix A, p. 31), WSDOT estimates $17 million to $19 million, and that cost is not in the financial analysis (WSDOT comment 1). Where probable funding falls short of identified needs, "including state transportation facilities," RCW 36.70A.070(6)(a)(iv)(C) requires the County either to show how the funding will be raised or to reassess its land use assumptions. For these corridors the plan does neither. It keeps the growth where the state infrastructure is not coming.

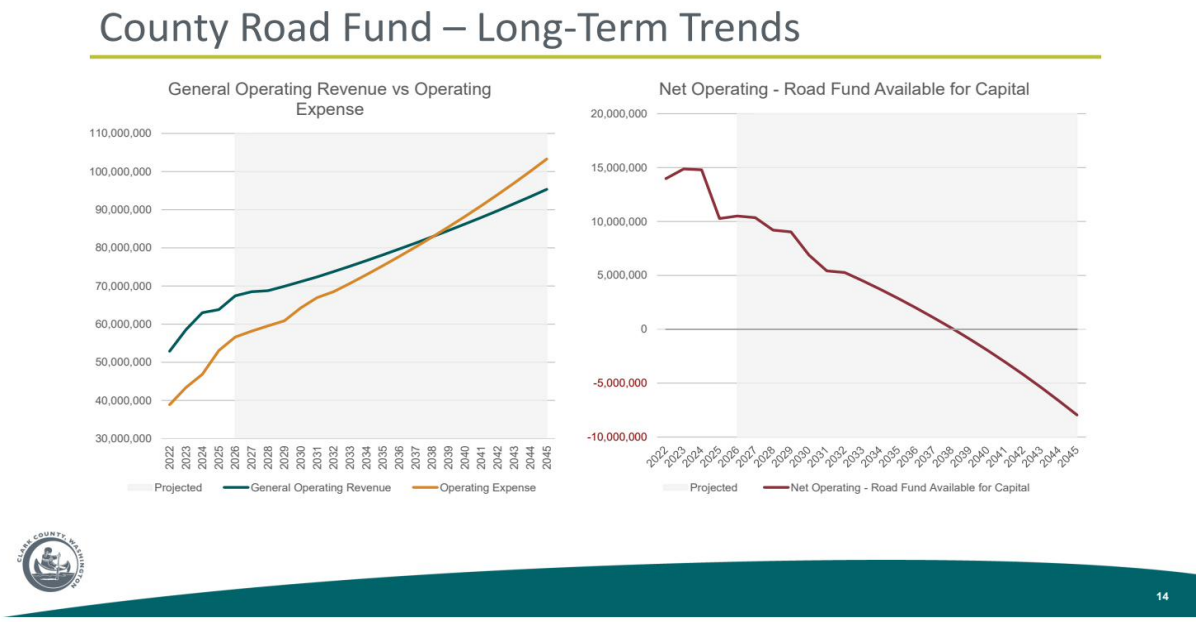
The County cannot fund its own projects

The $554 million shortfall is the gap in the County's own financial plan: County roads, paid with County Road Fund dollars, impact fees, REET, and the grants the County expects to win. RCW 36.70A.070(6)(a)(iv)(C) requires that, if probable funding falls short of identified needs, including state transportation facilities, the plan discuss how additional funding will be raised or how land use assumptions will be reassessed. County staff presented that requirement to the Council on July 15, 2026, alongside Figure 1.

My July 21, 2026 comments (paragraphs 3 through 7) set out the Road Fund projection, the different dollar bases for costs and revenues, the funding options, and the grant-match problem. This comment adds what the Planning Commission draft and the County's responses show.

The cost side is not settled. Staff have updated Appendix A's figures as the drafts progressed: the July draft showed a shortfall of about $584.5 million on $1,605.8 million of expenditure, and the Planning Commission draft shows $554 million on $1,496.2 million (Appendix A, p. 34; Table 15, p. 38). At the July 15, 2026 work session, staff stated that the transportation cost figures had not been updated in several years and were expected to increase with inflation. Phase 2 is one example: its $35 million is the figure carried over from the 2024 RTP, and staff have said an updated estimate is needed. The $554 million shortfall is a floor, not an estimate.

Figure 1. County Road Fund long-term trends, as presented to the Council



Source: Clark County Council work session presentation, Comp Plan Chapter Review, July 15, 2026, slide 14.

The County's chart shows road fund operating expense overtaking operating revenue in about 2038. From that year, net operating revenue available for capital falls below zero, reaching about −$8 million a year by 2045. Appendix A does not include this chart. It shows the road fund only as two period totals.

Table 5. Average annual amounts in the Appendix A financial plan

Item	2026–2031 (per year)	2032–2045 (per year)	Change
County Road Fund for capital	$13.2 million	$3.1 million	−77%
Impact fees	$6.4 million	$19.0 million	+198%
Grants	$14.4 million	$22.3 million	+55%
REET 2	$5.9 million	$5.3 million	−11%

Item	2026–2031 (per year)	2032–2045 (per year)	Change
Total revenue	$41.1 million	$49.6 million	+21%
Total expenditure	$41.1 million	$89.2 million	+117%

Source: Appendix A, Tables 14 and 15, pp. 37–38. Annual figures are period totals divided by 6 and 14 years.

The later period assumes impact fees triple and grants rise by more than half, while the road fund falls by three quarters and expenditure more than doubles. Even the $3.1 million a year credited to the road fund after 2031 is a positive contribution in a period when the County's chart shows net operating revenue available for capital falling to zero and below.

Read from Figure 1, the road fund's net amount available for capital declines from about $10.5 million in 2026 to about $5.4 million in 2031, an average below $9 million a year. Table 5 credits $13.2 million a year for 2026–2031. For 2032–2045, the chart's annual amounts net to less than zero, while Appendix A credits about $43 million. The chart is labeled as road fund available for capital, and Table 14, note 11 describes its figure as the portion available for capital. If the $42.7 million credited for 2032–2045 comes from road fund revenue the chart does not show, Appendix A does not identify it. The financial plan should be reconciled with the County's own road fund projection.

Table 6. Additional revenue sources identified in Appendix A

Source	Estimated annual revenue	Approval
Road levy increase (1% lid)	$460,000	Council
Local option gas tax (County share)	$7,107,274	Voter approval required
Transportation Benefit District, $20 vehicle fee or 0.1% sales tax	$3,455,098 to $3,976,880	Council
Combined	About $11.5 million	

Source: Appendix A pp. 48–49, Tables 23, 24 and 25.

At these amounts, every option combined yields at most about $230 million over twenty years, less than half of the $554 million shortfall (Appendix A, p. 34). The local option gas tax accounts for more than half of that and requires voter approval; the options the Council can adopt on its own yield about $89 million.

Appendix A also carries different costs for the same project in different tables. NE 72nd Avenue from NE 139th Street to NE 219th Street is $83.5 million in Table 4 and $104,875,000 in the impact fee list (Table 19). NE Ward Road to SR 500 is $1.4 million in Table 9 and $1,125,000 in Table 18 (Appendix A, pp. 19, 31 and 43).

The plan relies on a concurrency test the County is not applying

The County states the state route segments in Table 9 were flagged because they exceeded 0.9 v/c (response 13). In the plan, a ratio above 0.90 is a deficiency on its own. Chapter 5 adopts the County segment standard as a ratio that "shall not exceed 0.90" (p. 37, lines 1–4), and states that

the standards are used to identify deficient facilities for both capital planning and concurrency management (p. 34, lines 2–3).

In concurrency review, it is not tested. As long as intersections operate within acceptable level of service, staff treat a corridor ratio above 0.90 as one that "does not represent roadway deficiencies" (Ex. 100, p. 2); my September 23, 2026 submission sets out that practice. The plan's growth allocation assumes a concurrency check that is not being applied.

CCC 40.350.020(G)(1)(a) requires V/C to be measured on state highways of regional significance. County code does not set their capacity, and it should not, since state route standards are WSDOT's. In practice, developer studies supply the number. SR 503 is a state route, but it functions more like an arterial. Ex. 100 nonetheless assigned it 2,000 vehicles per hour per direction, the capacity the code gives the Pa-4b classification, the same figure used for Padden Parkway (Table 1). That is a generous assumption for a signalized, congested arterial, and SR 503 still measures 0.928 to 1.066 with it. The County's responses do not say what capacity its own consultant used (response 13), nor do they explain the threshold. For state routes that are not Highways of Statewide Significance, Chapter 5 adopts LOS E or better in urban areas (p. 42, lines 21–23), and its Table 5.04 equates LOS E with a ratio between 0.90 and 1.0.

The County also states that roads proposed in the Arterial Atlas were not included in the future network used for the 2045 model run (responses 4 and 5). The plan's deficiency analysis and the Arterial Atlas rest on different road networks. The responses do not identify which network was assumed for NE 179th Street.

My August 16 memorandum sets out the rest. The plan requires new bicycle facilities on 106.4 miles of County road outside the capital project list, deletes the policy clause that protected vehicle lane capacity, and adopts an Arterial Atlas with no cross-section for a protected bike lane, buffered bike lane, or shared-use path. Chapter 5 states the Atlas will be updated after adoption (p. 24, lines 12–15). Neither the Atlas classifications that set capacity in concurrency review nor the network the RTC model was run on reflects any travel lane given up for those facilities. The road problems this plan identifies are measured on roads with more travel lanes than the plan intends to leave in place.

What the record establishes

1. The County identified the Salmon Creek area's road problems in 1997, and congestion produced development moratoria from 2001 through 2006. In 2005 the County found that the remedy was high-cost interchange improvements for I-5 and I-205.
2. The County now states the Phase 2 scope must be redefined and its feasibility study is unfunded. WSDOT confirms the study is unfunded. The RTP schedules the study for 2036–2045, and Phase 2 is not among the projects the region asked the Legislature to fund in 2026. The Planning Commission draft moved Phase 2 into the funding analysis at $35 million, and the 2045 analysis assumes the interchange improvements are built.

3. WSDOT states it was not aware of deficiencies the County flagged on SR 500, SR 502, and SR 503, and that no project in Tables 9 and 10 appears in any WSDOT plan or study.
4. Three locations WSDOT identifies from its corridor plan, public complaints, and prior conversations with County staff are not in Tables 9 and 10 as drafted. Chapter 5 lists the I-5 northbound deficiency between 179th Street and SR 502 among the state routes needing upgrades (Table 5.11); Appendix A Table 9 does not.
5. The plan places growth on state corridors whose improvements are unfunded, undefined, or in no state plan, including SR 500, which WSDOT estimates at $17 million to $19 million, while the Highway System Plan funding order the County agrees to add places highway expansion last.
6. The County's own financial plan leaves a $554 million shortfall, which its funding options cover less than half of, with more than half of that dependent on voter approval. The County's July 15 presentation shows the Road Fund's net operating revenue available for capital falling below zero from about 2038, and staff have said the cost figures are out of date, so the shortfall is a floor.
7. Developer-commissioned studies project the SR 503/NE 119th Street westbound approach WSDOT identified at LOS F by 2029, and show corridors around the Salmon Creek Interchange and on NE 179th Street above 0.90. None of the 27 studies compiled in Ex. 100 reviewed I-5.
8. The plan flags state routes as deficient above 0.90 volume-to-capacity, while concurrency review approves development on County corridors above 0.90 when intersections pass. The modeled network, the Arterial Atlas, and the multimodal level of service standards do not rest on the same assumptions.
9. The plan directs density to the Salmon Creek/Fairgrounds area, which depends on the Salmon Creek interchange, and to NE 72nd Avenue and SR 503, without a funded capacity improvement on the routes that serve it.

Taken together, the transportation element and capital facilities plan are not internally consistent, and they do not support the level of growth the Comprehensive Plan allocates. The deficiency list, the modeled network, the Arterial Atlas, the concurrency standard, and the funding plan each rest on different assumptions, and the plan does not reconcile them.

Documents referenced

The documents relied on in this submission are listed below, with the date each was submitted to the Index of Record. County code, statutes, and the Comprehensive Plan documents prepared by the County — Chapter 5, Appendix A, the Final Environmental Impact Statement, the draft Transportation Capital Facilities Plan project list of July 1, 2026, the Council work session presentation of July 15, 2026, and WSDOT's comment form with the County's responses — are already in the record and are cited in the body rather than relisted here.

Documents submitted to the Index of Record.

No.	Document	Date submitted to record
1	Internal inconsistency between the Comprehensive Plan's residential-density policies and the growth allocated to the unincorporated Vancouver Urban Growth Area, and the resulting concurrency deficiency (memorandum)	July 19, 2026
2	Written comment for the record — Transportation Element (Chapter 5), Capital Facilities and Utilities Element (Chapter 6), and Appendices A, E, G, and L	July 21, 2026
3	Failing Corridor Evaluation Memorandum, Daniel Stumpf, PE, PLS Engineering, May 11, 2026, 174th Street Subdivision (PLD-2026-00002), Exhibit 100 (pp. 2, 3 and 6)	July 24, 2026
4	The Plan Adds Traffic and Narrows Roads, and Shows Neither: The Arterial Atlas and the 2025–2045 Comprehensive Plan Update	August 16, 2026
5	The RTC travel demand model does not reflect what the Comprehensive Plan Update commits to build	August 19, 2026
6	Open Record Submission — Road Network Capacity in the Salmon Creek/Fairgrounds Area, with Exhibits A–F, including RTC 2024 Regional Transportation Plan, Appendix N, p. 40 (Exhibit D); Salmon Creek Sub-Area Plan TAC notes, March 10, 2010 (Exhibit E); and Salmon Creek moratorium Ordinances 2001-12-01, 2002-12-02 and 2005-07-21 (Exhibit F)	August 31, 2026
7	Clark County Does Not Have an Operating Transportation Concurrency System	September 23, 2026
8	Skyview Station Transportation Impact Study, September 17, 2018	September 30, 2026
9	Heartwood North Subdivision Transportation Impact Analysis, Kittelson & Associates, Inc., February 12, 2026, PLD-2025-00114, Exhibit 13 (Table 6, p. 21; pp. 31–32; Appendix E signal worksheets for NE 117th Avenue/NE 119th Street)	September 30, 2026
10	RTC 2024 Regional Transportation Plan, Appendix N: Plans, Studies, and Projects, pp. 7 and 43	Submitted with this document
11	Clark County Transportation Alliance, 2026 Policy Statement (as of December 15, 2025), posted by the Southwest Washington Regional Transportation Council	Submitted with this document

CLARK COUNTY TRANSPORTATION ALLIANCE

2026 Policy Statement

Supporting Organizations

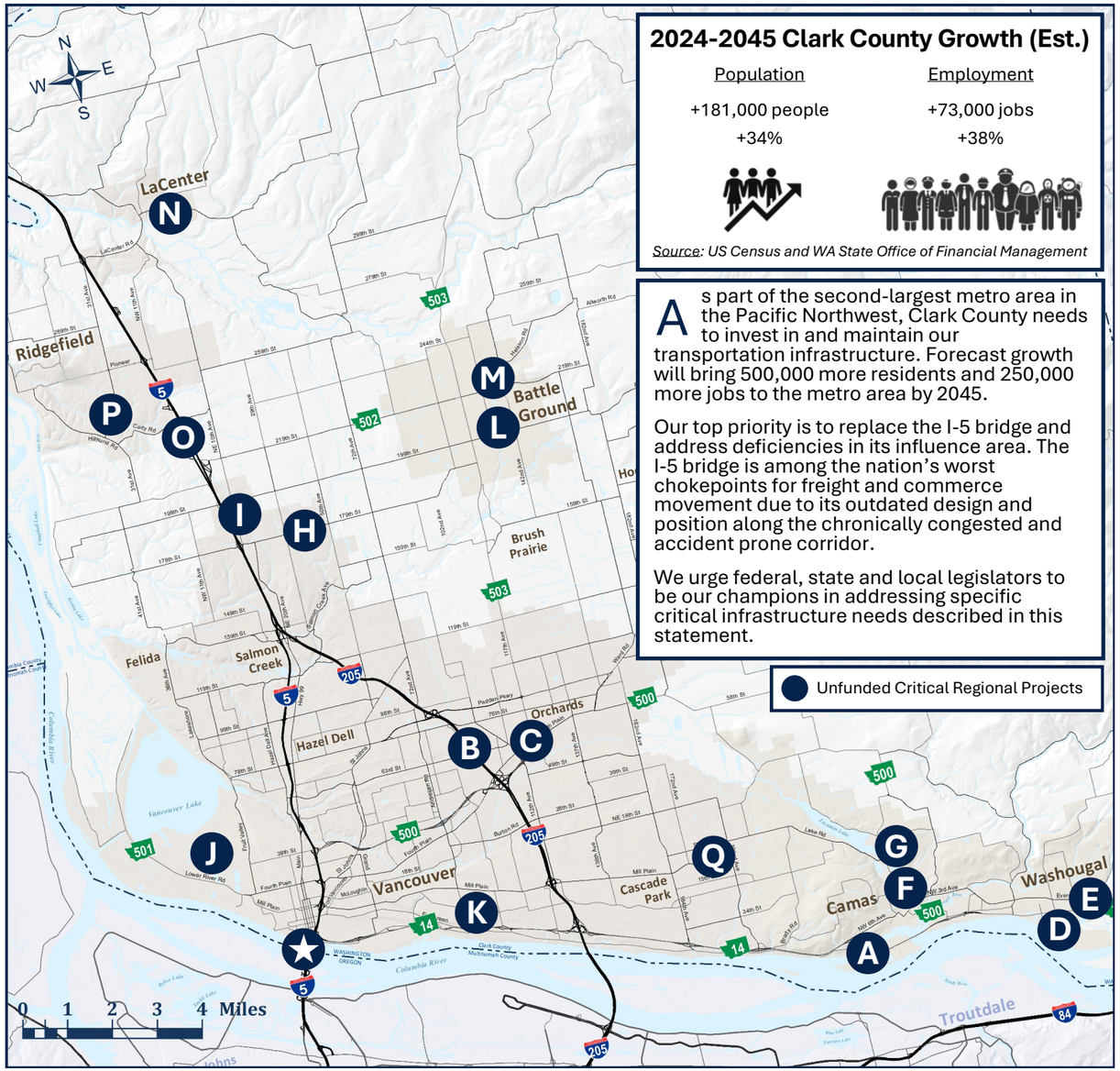
Amalgamated Transit Union 757
Association of Washington Business
Battle Ground Public Schools
Building Industry Association of Clark County
Building Owners & Managers Assn of Oregon
Camas School District
Career Connect Southwest
City of Battle Ground
City of Camas
City of La Center
City of Ridgefield
City of Vancouver
City of Washougal
Clark College
Clark County
Clark County Association of Realtors
Columbia Corridor Association
Columbia Pacific Building Trades Council
Columbia River Econ Dev Council
Columbia River Steamship Operators' Assn
Cowlitz Economic Development Council
C-TRAN
Downtown Camas Association
East Vancouver Business Association
Evergreen Public Schools
Fourth Plain Forward
Greater Portland, Inc.
Greater Vancouver Chamber
Hazel Dell/Salmon Creek Business Association
Hockinson School District
IBEW Local 48
Identity Clark County
Legacy Health
LIUNA Local 335
National Assn of Minority Contractors Oregon
NW Utility Contractors Association
Pacific Northwest Waterways Association
Partners in Careers
PeaceHealth Columbia Network
Port of Camas-Washougal
Port of Portland
Port of Ridgefield
Port of Vancouver USA
Port of Woodland
Portland Metro Chamber
Ridgefield School District
SW WA Central Labor Council
SW WA Contractors Assn
SW WA High Technology Council
SW WA Freight & Commerce Task Force
SW WA Regional Transportation Council
The Historic Trust
Vancouver Clinic
Vancouver Housing Authority
Vancouver Public Schools
Vancouver's Downtown Association
Visit Vancouver Washington
Washington Public Ports Association
Washington State University Vancouver
Washington Trucking Associations
Washougal School District
Workforce Southwest Washington
Working Waterfront Coalition

For more information, contact admin@iccbusiness.org or call 360.695.4116

As of 12/15/25

CLARK COUNTY TRANSPORTATION ALLIANCE

2026 Policy Statement



2024-2045 Clark County Growth (Est.)

Population	Employment
+181,000 people	+73,000 jobs
+34%	+38%

Source: US Census and WA State Office of Financial Management

As part of the second-largest metro area in the Pacific Northwest, Clark County needs to invest in and maintain our transportation infrastructure. Forecast growth will bring 500,000 more residents and 250,000 more jobs to the metro area by 2045.

Our top priority is to replace the I-5 bridge and address deficiencies in its influence area. The I-5 bridge is among the nation's worst chokepoints for freight and commerce movement due to its outdated design and position along the chronically congested and accident prone corridor.

We urge federal, state and local legislators to be our champions in addressing specific critical infrastructure needs described in this statement.

Unfunded Critical Regional Projects

A CALL TO FURTHER ACTION

I-5 Bridge Replacement and Influence Area Improvements

Challenge: *The I-5 bridge spans are functionally obsolete, seismically vulnerable and require outsized maintenance investments to remain operational. A bi-state approach focused on practical solutions to improve mobility through the I-5 corridor will deliver needed multi-modal infrastructure congruent with the I-5 Corridor Strategic Plan (2002).*

Action #1

Support Timely I-5 Bridge Replacement: We fully support replacement of the I-5 bridges and related corridor improvements:

- Supplemental EIS: support timely completion of studies, reports and permit applications.
- Bi-state legislative consensus: drive toward regional consensus for a long-term multi-modal solution.
- Funding commitments: deliver balanced project funding by providing additional federal grants, commitments from both states and local contributions.



109-year-old I-5 Bridge

Freight and Commerce Challenge

Washington and Oregon are among the top freight-dependent states in the US. Yet we are hampered by two of the nation's worst freight and commerce chokepoints just six miles apart (ATRI, 2025) requiring bi-state coordination: **I-5 Bridge across the Columbia River** (#31) and **I-5 at I-84 Rose Quarter** (#27). These are the two worst chokepoints in the Pacific Northwest.

Regional Preservation & Operations Needs

Challenge: *Within Clark County, deferred preservation due to persistent underfunding threatens the state highway system. Nearly 50% of state highways are overdue for major work, including Clark County's rough road section of I-5 south. To begin to catch up statewide: $500-$600M is needed next biennium and $2-$3B over the next 10 years. (WSDOT, 2024)*

Action #2

Pursue Consistent Funding to Advance State of Good Repair: Make significant investments to reduce the funding gap for preserving existing bridge and pavement assets. Consider new, stable funding models (e.g. road-usage charge) and updates to local options and authorities. And work with competitive grant program administrators to align policies with funding needs and cost structures.

Fund Operations: Dedicate additional maintenance, planning and traffic operations funds for critical urban areas (SR-14, SR-500, I-5 and I-205) to optimize safety and mobility on our existing system.

Target Zero and Safety Program Enhancements

Challenge: *Inaction annually costs Washingtonians $18.1B inclusive of medical care, emergency services, market productivity and related expenses. (WSDOT, 2024)*

Action #3

We fully support high impact investment of state and federal resources to stem the tide of fatal and serious injury crashes on state and local roadways.

Prioritize grant and program enhancements for:

- Safe Routes to Schools, Complete Streets and Active Transportation programs.
- Public awareness programs deployed by local agencies and the Washington Traffic Safety Commission.
- Expand resources and tools/technologies to achieve state Target Zero goals.
- Leverage federal Safe Streets & Roads For All planning and implementation grants.

Facilitating Transportation Mobility, Economic Growth and Equity

We urge legislators to embrace the following priorities where possible:

- Support Lower Columbia River deepwater shipping channel for the next 20-years, through the USACE's channel maintenance plan, including funding for confined aquatic structures in the first 10 years of the program.
- Fund regionally significant freight mobility improvements for river, road and rail for Ports, as well as track improvements for the county-owned Chelatchie Prairie Railroad.
- Stabilize statewide programs including the Public Works Trust Fund, CERB, FMSIB, TIB and FRAP, and protect Tax Increment Financing (TIF).
- Support broadband infrastructure to disperse economic opportunity.
- Actively embrace smart technologies to support conversion of public and private fleets to alternative fuels where practical.
- Support evaluation of transportation investments to help ensure equity and climate goals.
- Place high priority on long-range land-use and strategic transportation corridor planning to serve steadily rising population and commerce forecasts, including a third corridor across the Columbia River once a Record of Decision is issued for the I-5 bridge replacement program.



Chronically-congested SR-500/Fourth Plain/SR-503 intersection

CATALYTIC REGIONAL PROJECTS AND NEEDS

Challenge: *To support community development, population and economic growth, and urban vibrancy, our communities have a growing list of transportation and infrastructure priorities totaling $740M.*

Action #4

Fund Regionally Catalytic Projects to Address Immediate Needs: Secure funding for priorities that reduce congestion hotspots, improve safety and deliver multi-modal investments. Each project has been vetted through the regional planning process.



60-year-old West Camas Slough Bridge

	PROJECT NAME	PROJECT DESCRIPTION	~ COST	LEAD AGENCY
A	**SR-14 – West Camas Slough Bridge Improvements**	Add multimodal capacity and increase earthquake resilience; cost estimate updated considering site and risk details, market increases and inflation.	$130M	WSDOT
B	**I-205/SR-500 to Padden Pkwy**	Add auxiliary lanes to address congestion hotspot (Note: scoping study underway to update cost estimate).	$70M	WSDOT
C	**SR-500/Fourth Plain/ SR-503**	Initial intersection improvement to address congestion hot spot.	$25M	WSDOT
D	**Washougal 32nd St Rail Underpass**	A total of $71.6M is committed or pending, including local match dollars, to eliminate at-grade rail-crossing, improving safety, community connectivity and economic opportunity.	$97.5M	City of Washougal
E	**Washougal River Rd Safety Improvements**	Install dual roundabouts on Washougal River Road at 18th/O St and Shepherd Rd to improve safety and accommodate future growth.	$6M	City of Washougal
F	**SR-500/Everett St — Lacamas Lake Bridge**	Install new Lacamas Lake Bridge and landings above the floodplain with multimodal capacity.	$16M	City of Camas
G	**SR-500/Everett St — NE 35th Ave to NE 43rd Ave**	Improve SR-500 to multi-modal urban arterial standards supporting new economic development opportunities.	$17M	City of Camas
H	**179th St from NE 15th Ave to NE 50th Ave**	Improve roadway to multi-modal arterial standards supporting expanded capacity and economic development opportunities.	$76.6M	Clark County
I	**NE 15th Ave from 179th St to NE 10th Ave**	Add arterial connection to increase capacity in conjunction with 179th/I-5 interchange upgrade.	$21.8M	Clark County
J	**Fruit Valley Freight Access and Safety Improvements**	Planning, engineering, environmental review and construction for new north-south freight arterial.	$130M	City of Vancouver
K	**MacArthur between N Blandford and S Lieser**	Corridor improvements including multi-modal paths, roundabouts at key intersections and traffic safety enhancements.	$50M	City of Vancouver
L	**Eaton Blvd from SW 20th Ave to SR-503**	Improve roadway to urban arterial standards and improve traffic safety.	$11M	City of Battle Ground
M	**Downtown Revitalization and Circulation Project**	Construction for the downtown circulation and revitalization project plan including focus on alternative transportation options.	$19.5M	City of Battle Ground
N	**Pacific Hwy Shared Use Path**	Complete pathway connection between downtown and northeast communities.	$1.05M	City of La Center
O	**Ridgefield/I-5 S Connector/I-5 to Hillhurst Rd**	Add western ramp access at I-5 and arterial street extension to Hillhurst Rd.	$40M	City of Ridgefield
P	**Royle Road — South Phase; S 19th St to Hillhurst Rd**	Improve roadway, multimodal improvements, remove fish barrier, resiliency for water and sewer extensions.	$20M	City of Ridgefield
Q	**Public Transit**	Help fund construction of C-TRAN's 9-mile extension of the Fourth Plain Bus Rapid Transit (BRT) line enhancing multimodal connections across Vancouver.	$10M	C-TRAN

Appendix N: Plans, Studies, and Projects

The RTP is a living document and will continue to evolve and be updated on a regular basis to address a number of long-term regional transportation projects, programs, plans, and studies that require further monitoring, evaluation, and policy decisions prior to inclusion in the RTP. The 20-Year RTP Projects included in this appendix are composed of regional and local planned projects. This appendix summarizes the range of transportation studies, plans, programs, and projects that, combined, achieve the RTP's vision and that are also identified to help get closer to implementing the RTP's transportation goals: Economic Vitality and Quality of Life, Safety and Security, Accessibility and Mobility, and Sustainability and Resiliency (refer to Chapter 3). RTC will continue to engage and collaborate with regional partners and stakeholders to ensure the successful implementation of this plan as we collaborate with our planning partners in the development of studies, plans, and programs and implement projects in the RTP lists and action strategies proposed in this plan.

Projects, Programs, Plans, and Studies

Interstate Bridge Replacement Program (IBR)

The Interstate Bridge is a critical connection between Oregon and Washington, located on Interstate 5 where it crosses the Columbia River. Replacing the aging Interstate Bridge across the Columbia River with a modern, earthquake resilient, multimodal structure that provides improved mobility for people, goods, and services is a high priority for Oregon and Washington. The IBR program is a renewed effort jointly led by the Oregon Department of Transportation and the Washington State Department of Transportation, in collaboration with eight regional partner agencies: Oregon Metro, Southwest Washington Regional Transportation Council, TriMet, C-TRAN, City of Portland, City of Vancouver, Port of Portland, and Port of Vancouver. These partners serve on an Executive Steering Group that provides regional leadership recommendations to the program. The IBR program continues to work with the program partner agencies, stakeholders, and public to identify the best possible multimodal solution.

I-5 and I-205 Regional Mobility Pricing Project (RMPP)

The Regional Mobility Pricing Project (RMPP) will apply congestion pricing on all lanes of Interstate-5 and Interstate-205 to manage travel demand and traffic congestion on these facilities in the Portland, Oregon metropolitan area in a manner that will generate revenue for transportation system investments. The pricing varies by time of day according to a set schedule, which can be updated

periodically by the Oregon Transportation Commission. Higher fees will be charged during peak travel periods (such as morning and evening peak hours) and lower fees during off-peak hours. Congestion pricing is intended to encourage motorists to plan travel in advance and allows traffic to flow more freely during peak times.

The process to implement a toll program requires substantial analysis, public input, construction, testing, and education before the system can be operational. The earliest tolling could begin under the Regional Mobility Pricing Project is 2026.

Cascadia High-Speed Rail Study

The Cascadia High-Speed Rail Study proposes to connect people and communities, increase economic competitiveness, and improve quality of life across the Cascadia megaregion. This fast, safe, predictable way to travel would connect the metro areas of Vancouver, B.C.; Seattle, WA; Portland, OR, and points between and beyond. With equity as a guiding principle, the high-speed rail project could help connect local workers to family-wage jobs, increase access to affordable housing choices, and offer greater mobility for almost 9 million people. This project is also part of a growing movement to mitigate the impacts of climate change by using clean energy. Rather than relying on congested highways or increasing air traffic, the high-speed rail project offers a sustainable alternative to traveling greater distances quickly and reliably. Study recommendations will be evaluated as appropriate for inclusion into the Regional Transportation Plan.

In fall 2021 the states of Washington and Oregon and the province of British Columbia signed a Memorandum of Understanding to continue to advance this work. In December 2023 Cascadia High-Speed Rail and Amtrak Cascades were accepted into USDOT's Corridor Identification and Development Program, bringing formal federal funding and participation. WSDOT, ODOT, and the B.C. Ministry of Transportation and Infrastructure continue to collaborate with partners along the corridor to shape future planning and development activities.

Columbia Connects

Columbia Connects is a regional project intended to strengthen the bistate partnership between Oregon and Washington. Centered around the ecosystem of industries and work sheds that are interconnected by the Columbia River, the project seeks to develop a clear understanding of the conditions within this subdistrict; the shared economic and community values of the region; and the strategies, projects, and programs needed to achieve desired outcomes. Columbia Connects provides a shared investment strategy that outlines specific opportunities for investment based on feasibility, effectiveness, equity, and input from project champions. Convened by Metro and RTC, the partners will finalize and carry out actions included in a shared investment strategy, continuing to partner across state boundaries to establish agreements and commitments for implementation and ongoing coordination on resource acquisition.

Clark County Freight Mobility Study

The 2009 Clark County Freight Mobility Study was developed to provide an understanding of the key elements of freight movement and to explain why freight and goods movement is important to Clark County's economy and employment. The study inventoried existing freight and goods movement and identified current deficiencies and future action items to be addressed as part of ongoing regional and local planning processes. In addition, the study began to identify corridor investment needs to sustain jobs and economic development for existing and future industrial and employment centers. The Clark County Freight Mobility Study will be updated in 2024.

Washington State Freight Plan

As the secondmost trade-dependent state per capita in the USA, Washington relies heavily on an efficient freight transportation network. The freight system supports 1.41 million jobs in freight-dependent industries in Washington, with a gross business income of $550.5 billion. Freight and goods are shipped into, out of, and around Washington by truck, rail, air, pipeline, and water.

The Washington State Freight System Plan was completed and certified by the Federal Highway Administration on December 1, 2017. The freight plan addresses multimodal freight transportation and speaks of three components of the freight transportation system:

- Global Gateways, which provides freight access to international markets;
- Made in Washington, providing transportation for freight that is manufactured or produced in Washington; and
- Delivering Goods to You, representing local freight delivery for businesses and residents.

Washington State Rail Plan

In Washington State, freight rail needs are addressed in Washington State Department of Transportation's (WSDOT's) 2019 Washington State Rail Plan. The plan serves as a blueprint for public investment in the state's rail transportation system.

Truck Parking Action Plan

The Truck Parking Action Plan recommends various options and strategies to address the shortage of truck parking in Washington State and provides a summary of truck parking issues and potential solutions to identify the gap in need vs. availability of truck parking in Washington State, as well as possible options to address the issue. In addition, it includes an action plan for Washington State, with specific next steps for the highest priority actions. The solutions identified will address immediate needs and set the State up for long-term success in addressing the issue.

METRO's Regional Freight Strategy Study

This study seeks to identify and produce increases in rail capacity, safety, land use compatibility, and operational efficiencies to support freight and goods movement in the region, which is important to our

long-term economic and environmental sustainability and will help to maintain the region's competitive advantage in a global marketplace. This strategy will provide a coordinated vision and approach for enhancing freight and goods movement and prioritizing freight investments based on clear priorities.

Washington Transportation Plan

The Washington Transportation Plan (WTP) is the state's long-range transportation plan, based on the Legislature's six policy goals: economic vitality, preservation, safety, mobility, environmental & health, and stewardship. This 20-year vision for improving the state's transportation network is completed in two parts: policy and implementation. The policy plan, 2040 & Beyond, provides statewide policy recommendations to the Legislature. The implementation plan, Washington Transportation Plan, Phase 2 - Implementation 2017-2040, applies key policy recommendations for the WTP to further develop the state's complex transportation system through four focus areas: maintain and preserve assets; manage growth and traffic congestion; enhance multimodal connections and choices; and align the funding structure with the multimodal vision. The Washington Transportation Plan is being updated. It is anticipated that the plan update will be completed by the end of 2025.

Clark County Comprehensive Economic Development Plan

The Columbia River Economic Development Council (CREDC) adopted its Clark County Comprehensive Economic Development Plan in August 2017. The plan includes goals to expand the existing base industry clusters in the region, including computer and electronic, clean tech, software, metals and machinery, and life sciences. Goal 2 includes support for the region's people by developing a resilient economy. Goal 3 relates to creating places, including making employment areas shovel ready and determining regional transportation needs to support economic development.

Clark County Employment Land Study

In 2016 CREDC adopted the Clark County Employment Land Study. This study is an economic development and policy tool for civic leaders and policymakers. The study identified 56 employment sites that are 20 acres and larger throughout Clark County. The study considers the market, land use, and physical characteristics to assess site readiness. The RTP includes projects that will support economic development and access to employment lands.

Clark County's Comprehensive Growth Management Plan

Clark County's Comprehensive Growth Management Plan (Plan) is a long-range policy guide for how the County plans to manage growth and development over a 20-year period. The Plan is required by the Growth Management Act. The plan contains elements comprised of existing conditions, goals, policies, and strategies to accomplish the Plan's goals. Consideration of transportation system improvements responsive to the growth management plans will be a priority to optimize public and private investments in regional and local transportation infrastructure.

Transportation Corridor Visioning Study

The RTC Board endorsed the Transportation Corridor Visioning Study in April 2008. The Visioning Study recommendations presented broad concepts for new regional corridors, corridors connecting places, and current and potential future nodes of growth in Clark County. Corridors on the eastside (north-south) connections between east Vancouver/Camas/Washougal and Battle Ground, east-to-west connections between Battle Ground and the Discovery Corridor, and westside connections were all considered. The Visioning Study recommendations concluded that further regional land use planning review and analysis is needed prior to further review of potential new corridors in order to gauge whether future growth forecasts warrant such a project discussion. The study also recommended that future study should include review of the impacts of these candidate corridors on future land use patterns within Clark County. That analysis should occur during a future countywide Growth Management Planning comprehensive plan process.

Human Services Transportation Plan (HSTP)

RTC's Human Services Transportation Plan addresses the transportation needs of those with mobility challenges and special transportation needs, including people with disabilities, the elderly, the young, low-income populations, and rural residents unable to provide their own transportation. The first HSTP for this region—which includes Clark, Skamania, and Klickitat counties—was adopted in 2007. Plan updates followed in 2011, 2014, 2018, and 2022. A plan update is required at least every four years. The intent of the Human Services Transportation Plan is to identify transportation needs and solutions and thereby improve transportation services for people with disabilities; seniors; and, in general, those unable to drive themselves. Development of a Human Service Transportation Plan ensures that communities coordinate transportation resources provided through multiple federal programs. A coordinated plan can help to enhance transportation access, minimize duplication of services, and encourage the most cost-effective transportation possible.

Washington Statewide Human Services Transportation Plan

The Statewide Human Services Transportation Plan serves as a strategic framework for addressing the state's existing and future human services transportation needs. The plan was developed through collaboration with affected stakeholders and with public input. The Statewide HSTP provides a set of goals and strategies to facilitate coordination and maximize resources to meet the transportation needs of the most vulnerable people in our state.

C-TRAN Transit Development Plan

C-TRAN's Transit Development Plan is a long-range, comprehensive strategy for enhancing public transportation for Clark County residents over the next 20 years. C-TRAN's plan is designed to respond to growing transportation needs and the need to provide expanded, reliable, and safe service. Maintaining and expanding transit service is vital for ensuring the economic vitality and quality of life of the region.

Clark County High Capacity Transit (HCT) Study

The Clark County High Capacity Transit System Study was adopted in December 2008 following a two-year planning process. The HCT plan provided a blueprint for C-TRAN and the Clark County region to move high capacity transit improvements forward in identified HCT corridors. The HCT System Study assumes that traffic volumes will increase over time as planned growth and economic development continue in the Clark County region. The constrained ability to expand highway capacity in several key regional transportation corridors is expected to worsen traffic, increasing the need to develop a transportation alternative.

Projects and strategies resulting from these studies will be addressed further as part of the Comprehensive Growth Management planning process and future RTP updates. If projects are identified and considered feasible, further detailed analysis and financial modeling may be warranted prior to inclusion into the fiscally constrained RTP.

Washington State Active Transportation Plan

The Active Transportation Plan - 2020 and Beyond is a compass for creating the future of walking, biking, and rolling on or across state highways in Washington. It is used in decisions to help connect people to where they want to go, whether they use active transportation for the whole trip or just a part of it, such as walking to a bus stop, riding a bike to work, or rolling home from a ferry terminal.

Regional Active Transportation Plan for Clark County

The Active Transportation Plan addresses objectives, policies, goals, the regional active transportation system network, programs, and projects. It describes the status of walking, bicycling, and rolling and access to transit in the Clark County region. The plan provides a needs assessment that considers user demand for active transportation, equity, and safety considerations. These analyses can help decision-makers understand where to target resources to have the greatest impact on improving active transportation in Clark County. This plan can be found on Appendix F.

Clark County Bicycle and Pedestrian Master Plan

In November 2010 the Board of Clark County Commissioners approved the Clark County Bicycle and Pedestrian Master Plan to make it safer and more convenient for people to get to major destinations in our region on foot or by bicycle. The plan identifies ways to improve the transportation network by integrating existing sidewalks, bike lanes, and trails. The plan points out that this will require design standards that work well with Clark County's transportation network for motor vehicles.

Clark County Parks and Open Space Plan

The Parks, Recreation, and Open Space (PROS) Plan is a six-year plan that anticipates the programming and capital projects necessary to meet the community's needs for parks, recreation, and open space, as well as trails. This plan identifies local, regional, and national growth trends in recreational activities such as walking, cycling, team sports, and picnicking. The PROS Plan for Clark County is a functional part of the County's Comprehensive Plan. It provides a six-year strategic plan and policy framework to meet the county's park and recreational needs. The purpose of the plan is twofold: to meet Growth Management Act (GMA) requirements and to set forth a six-year capital facilities program for park development and acquisitions focused on gaps in levels of service; asset diversity; and diversity, equity and inclusion.

Regional Emergency Transportation Route Update

The designated Regional Emergency Transportation Routes (RETR) for the five-county Portland-Vancouver metropolitan region—which includes Clackamas, Columbia, Multnomah, and Washington counties in Oregon and Clark County in Washington—was updated in 2021. Although this effort is primarily focused on updating the RETR for emergency response immediately following a large seismic event, considerations for other natural hazards—such as flooding, wildfire, and severe weather—will be incorporated into the data set and project recommendations for future consideration, including work to support transportation recovery planning. A second phase of follow-up work will be proposed to prioritize/tier the updated routes and develop operational guidance for route owners/operators.

20-Year RTP Projects

The 20-Year RTP project list includes planned projects that are on the regional transportation system, as well as local arterial projects that are not on the designated system. The majority of these projects do not have an identified funding source but are still community priorities for implementation during the RTP's 2045 planning horizon.

2024 Regional Transportation Plan 20 Year List of Projects

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
NE 1st St	N Parkway Ave to NE Grace Ave	Reconstruct roadway to Major Collector standard: 3 lanes; 1 in each direction and a center turn lane or median along with bike lanes and sidewalk	2036 - 2045	Battle Ground	$3,100,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
SE 1st St	S Parkway Ave to SE Grace Ave	Reconstruct roadway to Major Collector standard: 3 lanes; 1 in each direction and a center turn lane or median along with bike lanes and sidewalk	2036 - 2045	Battle Ground	$3,400,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
SW 6th Ave	SW Scotton Way to SW Eaton Blvd	Construct new road to Neighborhood Collector Standard: 2 lanes; 1 in each direction with a center median, bike lanes and sidewalk	2028 - 2035	Battle Ground	$1,500,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
SW 6th/ 7th Ave	SW Rasmussen Blvd to SW Scotton Way	Construct new road to Neighborhood Collector Standard: 2 lanes; 1 in each direction with a center median, bike lanes and sidewalk	2036 - 2045	Battle Ground	$2,100,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 10th St	NE Grace Ave to East City Limits	Reconstruct roadway to Minor Arterial standard: 3 lanes; 1 in each direction and a center turn lane or median, bike lanes and sidewalk	2036 - 2045	Battle Ground	$6,200,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
SW 11th Ave	SW 25th St to SW 30th St	Construct the missing segments to Neighborhood Collector Standard: 2 lanes; 1 in each direction with a center median, bike lanes and sidewalk	2036 - 2045	Battle Ground	$1,500,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
SW 15th/ 13th Ave	SW 6th St to SW Eaton Blvd	Complete roadway & construct missing segments to Neighborhood Collector Standard: 2 lanes; 1 in each direction with a center median, bike lanes and sidewalk	2036 - 2045	Battle Ground	$2,400,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NW 15th Ave	NE 239th St to NW 18th St	Complete roadway & construct missing segments to Neighborhood Collector Standard: 2 lanes; 1 in each direction with bike lanes and sidewalk	2036 - 2045	Battle Ground	$800,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NW 15th Ave	NW 9th St to NW 4th St	Construct missing segment to Neighborhood Collector Standard: 2 lanes; 1 in each direction with a center median, bike lanes and sidewalk	2036 - 2045	Battle Ground	$800,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NW 20th Ave	NW Orndorff Blvd to SR 502	Complete roadway and construct missing segments to Major Collector standard: 3 lanes; 1 in each direction and a center turn lane or median along with bike lanes and sidewalk	2036 - 2045	Battle Ground	$1,200,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NW 20th Ave	NE 239th St to NE 244th St	Reconstruct roadway to Major Collector standard: 3 lanes; 1 in each direction and a center turn lane or median along with bike lanes and sidewalk	2028 - 2035	Battle Ground	$1,150,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
SW 20th Ave	SW Rasmussen Blvd to SW Eaton Blvd	Reconstruct roadway to Minor Arterial standard: 3 lanes; 1 in each direction and a center turn lane or median, bike lanes and sidewalk	2036 - 2045	Battle Ground	$5,600,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
SW 25th St	SW 11th Ave to SR 503	Construct missing segments to Neighborhood Collector Standard: 2 lanes; 1 in each direction with a center median, bike lanes and sidewalk.	2036 - 2045	Battle Ground	$400,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 25th St	SR 503 to N Parkway Ave	Construct new road to Major Collector standard: 3 lanes; 1 in each direction and a center turn lane or median along with bike lanes and sidewalk	2028 - 2035	Battle Ground	$1,632,599	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 25th St	NE 5th St to NE Grace Ave	Construct roadway to Major Collector standard: 3 lanes; 1 in each direction and a center turn lane or median along with bike lanes and sidewalk	2036 - 2045	Battle Ground	$2,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
SW 30th St	SW 20th Ave to SR 503	Reconstruct roadway to Minor Arterial standard: 3 lanes; 1 in each direction and a center turn lane or median, bike lanes and sidewalk	2036 - 2045	Battle Ground	$4,400,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 72nd Ave	NE 229th St to Southern UGB	Reconstruct roadway to Minor Arterial standard: 3 lanes; 1 in each direction and a center turn lane or median, bike lanes and sidewalk	2036 - 2045	Battle Ground	$6,100,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 92nd Ave	SR 502 to SW 11th St	Construct new road to Major Collector standard: 3 lanes; 1 in each direction and a center turn lane or median along with bike lanes and sidewalk	2036 - 2045	Battle Ground	$4,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 152nd Ave	NE 181st St to South City Limits	Reconstruct roadway to Major Collector standard: 3 lanes; 1 in each direction and a center turn lane or median along with bike lanes and sidewalk	2036 - 2045	Battle Ground	$2,700,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
NE 183rd St	Eastern Terminus to NE 167th Ave	Construct new road to Neighborhood Collector Standard: 2 lanes; 1 in each direction with a center median, bike lanes and sidewalk	2036 - 2045	Battle Ground	$1,400,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 239th St	NE 92nd Ave to NW 30th Ave	Reconstruct roadway to Major Collector standard: 3 lanes; 1 in each direction and a center turn lane or median along with bike lanes and sidewalk	2036 - 2045	Battle Ground	$4,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 239th St	NW 30th Ave to NW 20th Ave	Reconstruct roadway to Neighborhood Collector Standard: 2 lanes; 1 in each direction with a center median, bike lanes and sidewalk	2036 - 2045	Battle Ground	$2,900,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 249th St	N Parkway Ave to NE Grace Ave	Complete roadway & construct missing segments to Neighborhood Collector Standard: 2 lanes; 1 in each direction with a center median, bike lanes and sidewalk	2036 - 2045	Battle Ground	$1,500,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Chelatchie Prairie Rail Trail	Northeastern UGB to South UGB Limits	Construct new multimodal path	2028 - 2035	Battle Ground	$866,744	L	Safety, Non-SOV	Accessibility & Mobility
Chelatchie Prairie Rail Trail	E Main St to SE Rasmussen Blvd	Construct new multimodal path	2028 - 2035	Battle Ground	$1,562,639	L	Safety, Non-SOV	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
SE Clark Ave	SE 4th St to Northern Terminus	Complete roadway & construct missing segments to Neighborhood Collector Standard: 2 lanes; 1 in each direction with a center median, bike lanes and sidewalk	2036 - 2045	Battle Ground	$150,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE Grace Ave	NE 249th St to NE 239th St	Reconstruct roadway to Minor Arterial standard: 3 lanes; 1 in each direction and a center turn lane or median, bike lanes and sidewalk	2036 - 2045	Battle Ground	$4,500,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE Grace Ave	NE 10th St to E Main St	Reconstruct roadway to Minor Arterial standard: 3 lanes; 1 in each direction and a center turn lane or median, bike lanes and sidewalk	2028 - 2035	Battle Ground	$4,700,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
SE Eaton Blvd	NE 92nd Ave to SW 20th Ave	Reconstruct roadway to Minor Arterial standard: 3 lanes; 1 in each direction and a center turn lane or median, bike lanes, landscape strip, sidewalk, streetlighting. 70-foot ROW	2036 - 2045	Battle Ground	$9,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
SE Eaton Blvd	SE Grace Ave to East City Limits	Reconstruct roadway to Minor Arterial standard: 3 lanes; 1 in each direction and a center turn lane or median, bike lanes and sidewalk	2036 - 2045	Battle Ground	$6,600,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
E Main St	NE Grace Ave to Eastern UGB	Reconstruct roadway to Minor Arterial standard: 3 lanes; 1 in each direction and a center turn lane or median, bike lanes, landscape strip, sidewalk, streetlighting. 70-foot ROW	2036 - 2045	Battle Ground	$9,700,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
E Main St/1st St (north and south)	Parkway Ave to SE Grace Ave	Mobility Study	2036 - 2045	Battle Ground	$100,000	L	Safety	Accessibility & Mobility
E Main St	E Main St & NE Grace Ave	Realign the south leg of SE Grace Ave with NE Grace Ave and signalize	2036 - 2045	Battle Ground	$1,800,000	L	Safety, Pavement, Congestion	Accessibility & Mobility
S Parkway Ave	S Parkway Ave & S Eaton Blvd	Install northbound & southbound left turn phasing & add eastbound right & northbound left turn lanes	2036 - 2045	Battle Ground	$1,300,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
N Parkway Ave	N Parkway Ave and N Orndorff Blvd	Install intersection traffic control improvements	2036 - 2045	Battle Ground	$1,000,000	L	Safety	Safety & Security
SW Scotton Way	S Parkway Ave to SE Grace Ave	Construct the missing segments to Neighborhood Collector Standard: 2 lanes; 1 in each direction with a center median, bike lanes and sidewalk	2036 - 2045	Battle Ground	$2,200,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 13th/ 18th St	Goodwin to 192nd Ave	2 lanes each direction w/ turn lane, bike & pedestrian	2028 - 2035	Camas	$9,600,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 28th St	Ingle to 232nd	1 lane each direction w/ turn lane, bike & pedestrian	2028 - 2035	Camas	$10,130,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE Goodwin Rd	Friberg to Ingle	2 lanes each direction w/ turn lane, bike & pedestrian	2036 - 2045	Camas	$17,100,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE Goodwin Rd	NW Camas Meadows Dr	Intersection improvements	2028 - 2035	Camas	$600,000	R	Safety, Air Quality, Congestion	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
NW Lake	NW Lake and Sierra	roundabout	2028 - 2035	Camas	$2,600,000	R	Safety, Pavement, Air Quality, Congestion, Non-SOV	Sustainability & Resiliency
SR 500/ Everett St	Lake Rd to Leadbetter Rd	1 lane each direction w/ turn lane, bike & pedestrian or roundabout w/ median	2028 - 2035	Camas	$28,000,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
SR 500/ Everett St	Leadbetter Rd to NE 4th St	1 lane each direction w/ turn lane, bike, and pedestrian	2028 - 2035	Camas	$15,000,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
SR 500/ Everett St	Northshore E/W Arterial	New intersection & improvements	2028 - 2035	Camas	$600,000	R	Safety, Air Quality, Congestion	Accessibility & Mobility
SE 15th St/ Nourse Rd	Camas HS to 283rd	1 lane each direction w/ turn lane, bike & pedestrian	2028 - 2035	Camas	$6,700,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NW 16th/ Hood/18th	Klickitat to Astor	1 lane ea. direction, w/turn lane	2028 - 2035	Camas	$4,200,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NW 18th Ave	Whitman to Brady	Shared use pathway	2028 - 2035	Camas	$150,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 28th St.	232nd Av to 242nd Av	2 lanes each direction w/ turn lane, bike, and pedestrian	2028 - 2035	Camas	$6,830,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NW 23rd Ave	Astor to Sierra	Safety Improvements: 1 lane each direction, improve ped & bike routes	2028 - 2035	Camas	$560,000	L	Safety, Pavement, Non-SOV	Safety & Security
SE 23rd St	Crown Rd & 283rd Av	Realign offset intersection	2028 - 2035	Camas	$950,000	L	Safety	Safety & Security

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
NW Astor St/ NW 11th Av	Forest Home Rd to McIntosh Rd	1 lane ea. direction, w/turn lane	2028 - 2035	Camas	$6,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NW 43rd Ave/ Astor St	Utah to 38th	1 lane ea. direction, w/turn lane	2028 - 2035	Camas	$3,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 232nd Ave/ 9th St	28th St to 242nd Ave	1 lane each direction w/ turn lane, bike & pedestrian	2028 - 2035	Camas	$17,500,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 242nd Av	NE 242nd and 28th St to 9th St	1 lane each direction w/ turn lane, bike & pedestrian	2028 - 2035	Camas	$15,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 242nd Av	NE 28th St	Intersection Improvements - signals	2028 - 2035	Camas	$800,000	L	Safety, Air Quality, Congestion	Accessibility & Mobility
Bybee Rd	SE 15th St to NW 38th Ave	Move Roadway east, provide bike & ped improvements	2028 - 2035	Camas	$1,823,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Brady Rd	NW McIntosh Rd to West City Limits	Add bike & ped facilities	2028 - 2035	Camas	$640,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
North Dwyer Creek Master Plan: St "A"	NW Lake Rd to Camas Meadows Dr	1 lane each direction	2028 - 2035	Camas	$4,800,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
North Dwyer Creek Master Plan: Street "B"	NW Friberg to NW Larkspur	1 lane each direction	2028 - 2035	Camas	$8,500,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
New East/ West Arterial	NE 242nd & 9th to Everett	1 lane each direction w/ turn lane, bike & pedestrian	2028 - 2035	Camas	$18,200,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Lake Rd	NW LA camas Lane to NE Everett St/ SR 500	Widening, sidewalks	2028 - 2035	Camas	$3,600,000	R	Safety, Non-SOV	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
NW Leadbetter Dr	Lake Rd to Fremont St	Add shared use path	2028 - 2035	Camas	$200,000	L	Safety, Non-SOV	Accessibility & Mobility
NE Ingle Rd	Goodwin to North City Limits	1 lane each direction w/ turn lane, bike & pedestrian	2028 - 2035	Camas	$7,600,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE Ingle Rd	Goodwin to 232nd	Extension East - 1 lane ea. direction, w/turn lane	2028 - 2035	Camas	$11,700,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NW McIntosh Rd	Brady to 11th	1 lane ea. direction, w/turn lane	2028 - 2035	Camas	$6,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NW Parker St	NW Pacific Rim Blvd	Intersection Improvements - signals	2028 - 2035	Camas	$400,000	L	Safety, Air Quality, Congestion	Accessibility & Mobility
Woodburn Dr	SE 15th St to SE 283rd Av	1 lane each direction w/ bike & pedestrian	2028 - 2035	Camas	$4,200,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Jones Creek Fish Passage	Boulder Creek road crossing over Jones creek	Replace culvert with fish passable barrier improvement	2028 - 2035	Cowlitz Indian Tribe	$167,000	R	Bridge	Sustainability & Resiliency
Mill Creek Barrier Improvements	NE 259th Street at NE 61st Avenue	Replace culvert with fish passable barrier improvement	2028 - 2035	Clark County	$1,950,000	L	Bridge	Sustainability & Resiliency
Pup Creek	Spurrel Road - Pup Creek Road	Fish passage project	2028 - 2035	Clark County	$650,000	L	Bridge	Sustainability & Resiliency
NW 2nd Ave/NE 132nd St/ NE 129th St	NW 139th St to NE 16th Ave	Shared lane markings	2028 - 2035	Clark County	$297,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NW 9th Ave	NW 99th St to NE 78th St	Stripe new bike lane	2028 - 2035	Clark County	$228,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
NE 10th Ave	NE Carty Rd to NE 179th St	Stripe new bike lane	2028 - 2035	Clark County	$723,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 10th Ave	NE 259th St to NE Carty Rd	Create new bike lanes by restriping travel lanes	2028 - 2035	Clark County	$282,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 10th Ave	NE 164th Street - Amphitheater Entrance	1 lane each direction w/ bike & pedestrian	2028 - 2035	Clark County	$6,900,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NW 11th Ave	NE 139th to 149th St	1 lane ea. direction/new road	2028 - 2035	Clark County	$15,500,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NW 11th Ave	NW 199th St to Salmon Creek Greenway	Stripe new bike lane	2028 - 2035	Clark County	$827,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 13th Ave	NE 88th St to 78th St	Shared lane (bike) markings	2028 - 2035	Clark County	$116,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 15th Ave	179th St to NE 10th Ave	1 lane each direction, w/ turn lane	2028 - 2035	Clark County	$24,817,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 19th Ave/NE 107th St	NE 104th St to HWY 99	Build new sidewalk	2028 - 2035	Clark County	$76,000	L	Safety, Non-SOV	Accessibility & Mobility
NW 21st Ave	NW 119th St to NW 78th St	Stripe new bike lane	2028 - 2035	Clark County	$467,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 21st Ave	NE 91st St to NE 88th St	Build new sidewalk	2028 - 2035	Clark County	$115,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NW 21st Ave	NE 149th St to NW Bliss Rd	Create new bike lanes by restriping travel lanes.	2028 - 2035	Clark County	$117,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
NW 21st Ave	NW 111th St to NW 101st St	Build new sidewalk	2028 - 2035	Clark County	$425,000	L	Safety	Accessibility & Mobility
NW 36th Ave	Bliss Rd	Intersection improvement	2028 - 2035	Clark County	$4,000,000	R	Safety, Air Quality, Congestion	Accessibility & Mobility
NE 50th Ave	NE 119th St to NE St Johns Rd	Stripe new bike lane	2028 - 2035	Clark County	$286,000	L	Safety, Air Quality, Congestion	Accessibility & Mobility
NE 50th Ave	NE 99th St	Build new sidewalk	2028 - 2035	Clark County	$258,000	L	Safety	Accessibility & Mobility
NE 58th Ave	NE 78th St to NE 69th St to NE 109th St	Build new sidewalk	2028 - 2035	Clark County	$210,000	L	Safety	Accessibility & Mobility
NE 63rd St	I-205 to NE 102nd Ave	Restriping	2028 - 2035	Clark County	$174,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 72nd Ave	NE 133rd St to NE 259th St.	Create new bike lanes by restriping travel lanes	2036 -2045	Clark County	$193,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 72nd Ave	NE 122nd to NE 133rd St	Spot capacity improvement	2028 - 2035	Clark County	$10,800,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 78th St	NE 72nd Ave to I-205	Create new bike lanes by restriping travel lanes	2028 - 2035	Clark County	$2,211,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 87th Ave	NE 63rd St	Intersection improvement	2028 - 2035	Clark County	$3,000,000	L	Safety, Air Quality, Congestion	Accessibility & Mobility
NE 94th St	NE 15th Ave to NE 25th Ave	Shared lane markings	2028 - 2035	Clark County	$116,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
NE 94th St	NW 21st Ave to NE 5th Ave	Shared lane markings	2028 - 2035	Clark County	$279,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 99th St	NE 72nd Ave to NE 94th Ave	1 lane ea. direction, w/turn lane	2028 - 2035	Clark County	$22,700,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 99th St	94th to 117th Ave	1 lane ea. direction, w/turn lane	2028 - 2035	Clark County	$16,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 117th St.	NE Stutz Rd	Intersection improvement	2028 - 2035	Clark County	$4,000,000	L	Safety, Air Quality, Congestion	Accessibility & Mobility
NE 119th St	NE 132nd Ave	Improve intersection to meet travel demand	2028 - 2035	Clark County	$8,000,000	R	Safety, Air Quality, Congestion	Accessibility & Mobility
NW 119th St	NW 38th Ave to NE 36th Ave	Build new sidewalk	2028 - 2035	Clark County	$110,000	R	Safety	Accessibility & Mobility
NW 119th St	NW 36th Ave to NW 21st Ave	Create new bike lanes by restriping travel lanes.	2028 - 2035	Clark County	$475,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 130th Ave	NE 89th St to NE 78th St	Re-striping, pavement markings and signage	2028 - 2035	Clark County	$212,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 137th/ NE 132nd Ave	NE 99th to NE 119th St	Construct new 1 lane each direction road w/turn lanes	2036 - 2045	Clark County	$22,700,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 142nd Ave	Little Prairie Park to NE 76th St	Build new sidewalk	2028 - 2035	Clark County	$43,000	L	Safety	Accessibility & Mobility
NE 172nd Ave	Ward Rd. to NE 119th St	1 lane ea. direction, w/turn lane	2036-2045	Clark County	$6,800,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
NE 172nd Ave.	NE 18th St. to NE 39th St.	1 lane ea. direction, w/turn lane	2036-2045	Clark County	$4,500,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Ne 179th St	NE 29th Ave to NE 50thAve	3 lanes ea. direction, w/turn lane	2028 - 2035	Clark County	$23,931,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 179th St	NE 29th Ave to NE 102nd Ave	Stripe new bike lane	2028 - 2035	Clark County	$1,071,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE/NW 199th St	NW 11th Ave to NE 112th Ave	Stripe new bike lane	2028 - 2035	Clark County	$1,396,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 239th St	NE 92nd Ave	Intersection improvement	2028 - 2035	Clark County	$3,000,000	L	Safety, Air Quality, Congestion	Accessibility & Mobility
SE Blair Rd	Mile Post 2.47 - Mile Post 3.91/ SE Washougal River Road	Add Guardrail and bridge rail, improve sight distance, and overlay	2028 - 2035	Clark County	$1,975,000	L	Safety	Safety & Security
NW Bliss Rd/ NW Hathaway Rd/ NW 139th St	NW Seward Rd to NW 11th Ave	Create new bike lanes by restriping travel lanes	2028 - 2035	Clark County	$399,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
Chelatchie Prairie Railroad		Railroad Crossing Analysis	2028 - 2035	Clark County	$100,000	R	Safety	Safety & Security

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
NE Delfel Rd	NE 179th St to NE 184th St	Realign roadway to match south approach and improve to 2-lane collector standard. Roundabout at NE 179th Street intersection Safety, Pavement, Non-SOV on	2028 - 2035	Clark County	$19,977,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE Delfel Rd	NE 199th St to NE 179th Ave	Stripe new bike lane	2028 - 2035	Clark County	$237,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE Edmunds Rd	NE 174th Ct to NE 29th St	Create new bike lanes by restriping travel lanes	2028 - 2035	Clark County	$181,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Highway 99	NE 104th Street to NE 110th Street	2 lanes ea. direction, w/turn lane	2028 - 2035	Clark County	$5,000,000	R	Safety, Pavement, Freight, Non-SOV	Accessibility & Mobility
Highway 99	NE 110th Street to NE 117th Street	2 lanes ea. direction, w/turn lane	2028 - 2035	Clark County	$4,000,000	R	Safety, Pavement, Freight, Non-SOV	Accessibility & Mobility
NW Lakeshore Ave	NW 78th St. to NW 109th St	1 lane ea. direction, w/turn lane	2028 - 2035	Clark County	$16,700,000	R	Safety, Pavement, Freight, Non-SOV	Accessibility & Mobility
Minnehaha St	NE 17th Ave	Intersection improvement	2028 - 2035	Clark County	$3,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE Parkview Dr/NE 113th St	NE Hwy 99 to NE 30th Ave	Build new sidewalk	2028 - 2035	Clark County	$244,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
NE Salmon Creek Ave	WSU Entrance to west of NE 50th Avenue	3 lanes in each direction	2036 - 2045	Clark County	$21,194,000	R	Safety, Pavement, Freight, Non-SOV	Accessibility & Mobility
SE Salmon Creek Ave	NE 125th St to NE 117th St	Create new bike lanes by restriping travel lanes	2028 - 2035	Clark County	$143,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
NW Sluman Rd/NW Overlook Dr/NW Hazel Dell Way	NW 78th St/ NW Bacon Rd to Hazel Dell Ave	Stripe new bike lane	2028 - 2035	Clark County	$339,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE St. Johns Road Pavement Improvements	NE 68th Street - NE 78th Street	As needed replacement of concrete road panels, restriping	2028 - 2035	Clark County	$3,000,000	R	Safety, Pavement, Non-SOV	Sustainability & Resiliency
NE Ward Rd	NE 88th Street to NE Davis Rd.	2 lanes ea. direction	2028 - 2035	Clark County	$16,000,000	R	Safety, Pavement, Freight, Non-SOV	Accessibility & Mobility
Truman School Sidewalk	NE 44th Street/NE 47th Avenue – NE 49th Street/NE 40th Avenue	Install sidewalk, ADA ramps, curb, retaining wall, striping, signage and crosswalk, lighting	2028 - 2035	Clark County	$1,965,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Hockinson Elementary School Flashers & Crosswalk	NE 164th Street to NE 197th Avenue – NE 164th Street/NE 205th Avenue	School crossing treatments and flashers	2028 - 2035	Clark County	$445,000	L	Safety	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
Miscellaneous Capital Repair & Replacement		Program to maintain state of good repair for transit non-revenue service vehicles & equipment.	Ongoing	C-TRAN	$60,018,000	R	Transit Asset	Sustainability & Resiliency
TDM Programs	System-wide	Implementation of TDM programs providing incentives, outreach, and resources to promote transit use. Explore opportunities to engage employee, resident, & business participation	Ongoing	C-TRAN	$1,000,000	R	Transit Asset	Sustainability & Resiliency
Fleet Replacement & Expansion	System-wide	Purchase replacement and expansion vehicles for Fixed-Route, Demand Response, and Public Transit Rideshare services	Ongoing	C-TRAN	$298,400,000	R	Transit Asset	Sustainability & Resiliency
Transit Enhancements	System-wide	Bus stop and right of way improvements to support existing and expansion of services and amenities. Sidewalks, crosswalks, and ADA improvements to transit stops and stations	Ongoing	C-TRAN	$5,250,000	R	Transit Asset	Accessibility & Mobility
Enhanced Transit: Freeway Operations	System-wide	Improve transit performance utilizing bus-on-shoulder, ramp bypass, & other transit access & operational improvements	2028 - 2035	C-TRAN	$15,000,000	R	Transit Asset	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
Enhanced Transit: Spot Improvements	System-wide	Improve transit performance utilizing roadway treatments, transit signal priority, transit priority roadway improvements, including associated ITS & fiber	2028 - 2035	C-TRAN	$5,000,000	R	Transit Asset	Accessibility & Mobility
Enhanced Transit: Corridors	System-wide	Planning, design, and construction for regional corridor-based enhanced transit projects	2028 - 2035	C-TRAN	$20,000,000	R	Transit Asset	Accessibility & Mobility
ITS Deployment	System-wide	ITS, fiber, CCTV deployment & upgrades	Ongoing	C-TRAN	$12,300,000	R	Transit Asset	Accessibility & Mobility
Park & Ride: East Vancouver/ Camas	18th St & I-205; Camas & SR 14	Planning, design, & construction of new Park & Ride facility	2036 - 2045	C-TRAN	$20,000,000	R	Transit Asset	Accessibility & Mobility
Shared Mobility	System-wide	Implementation of emerging technologies, dynamic Demand Response, & Public Transit Rideshare mobility improvements	2028 - 2035	C-TRAN	$5,000,000	R	Transit Asset	Accessibility & Mobility
Transit Oriented Development Program	Fisher's Landing Transit Center, 99th Street Transit Center, and C-TRAN owned properties	Transit Oriented Development near C-TRAN owned properties	2028 - 2035	C-TRAN	$100,000,000	R	Transit Asset	Economic Vitality & Quality of Life
La Center Rd	at Timmen Rd	Roundabout intersection	2028 - 2035	La Center	$1,500,000	R	Safety	Safety & Security

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
E 4th St	Cedar Ave to Highland Ave	Widen E 4th Street, add buffer bike lanes, replace the Brezee Creek Culver with a bridge crossing the creek	2028 - 2035	La Center	$11,942,501	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
Pacific Highway	14th Ave to Existing city sidewalk	Pedestrian and bicycle shared use path from 14th Avenue to city sidewalk	2028 - 2035	La Center	$3,500,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
Highland Rd	Highland Road/ 339th	Improve Highland Rd/339th from 4th Street to east UGA- reconstruct to a Major Collector with pedestrian and bicycle facilities	2028 - 2035	La Center	$2,850,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Pacific Highway	D Avenue	Improve Pacific Highway from D Avenue to North UGA- reconstruct to a Minor Arterial with pedestrian and bicycle facilities	2028 - 2035	La Center	$3,400,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
La Center Rd	Paradise Park Rd to Timmen Road	Improve La Center Rd, between Paradise Road and Timmen Road to Principal Arterial - reconstruct to a Principal Arterial with pedestrian and bicycle facilities, including a multi-use path on the south side.	2028 - 2035	La Center	$8,175,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
Hillhurst Rd	Sevier Rd to 229th extension	Upgrade to 3 lane principal arterials	2028 - 2035	Ridgefield	$17,230.87	R	Safety, Pavement, Non-SOV	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
Pioneer Street Bridge	over Gee Creek	Bridge Replacement	2028 - 2035	Ridgefield	$3,130,000	R	Bridge	Sustainability & Resiliency
Pioneer St (SR 501)	Reiman Road to 35th Ave Roundabout	Widen & add shoulder for bike lanes, add pedestrian facilities	2028 - 2035	Ridgefield	$669,500.00	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
NW 219th St Extension/Ridgefield South Connection	Hillhurst Rd to I-5	1-lane each direction w/ turn lane	2028 - 2035	Ridgefield	$50,000,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
S. 10th/11th St. corridor & I-5 overcrossing	S. 65th Avenue to Timm Rd	New minor arterial with overcrossing of I-5, includes bike and pedestrian facilities	2028 - 2035	Ridgefield	$24,000,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
N 5th St/ Pioneer Canyon Drive	Royle Rd. (45th Ave.) to N 56th Place	1 lane each direction w/ turn lane	2028 - 2035	Ridgefield	$6,913,000	L	Safety, Air Quality, Congestion	Accessibility & Mobility
S 5th St	Union Ridge Parkway to 85th Ave/NE 10th Ave	Collector. 1 lane each direction w/ turn lane	2028 - 2035	Ridgefield	$3,080,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
S 6th Way	Royle Road (45th Avenue) to 35th Ave	Extend as 2 lane collectors	2028 - 2035	Ridgefield	$6,500,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
N 10th St	Royle Road (45th Ave.) to west side of I-5	Widen to 1 lane each direction w/ turn lane	2028 - 2035	Ridgefield	$4,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
N 10th St	E side of I-5 to N 65th Ave	Widen N 10th Street to collector. 1 lane each direction	2028 - 2035	Ridgefield	$1,460,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
S. 10th St/ NE 259th St	85th Ave/NE 10th to 105th Ave/ NE 20th Ave	Upgrade to collector arterial, two travel lanes	2028 - 2035	Ridgefield	$4,700,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
N.10th St/ NE 279th St	85th Ave/NE 10th to 105th Ave/ NE 20th Av.	Upgrade to collector arterial, two travel lanes plus new over crossing of I-5	2028 - 2035	Ridgefield	$4,700,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
N 10th St/NW 279th St Extension	65th Ave/NW 11th Ave to 85th Ave/ NE 10th Ave	1 lane each direction w/ turn lane	2028 - 2035	Ridgefield	$4,930,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
S 10th Way	S 35th Place to S 25th Place	Rebuild road, 1 lane each direction	2028 - 2035	Ridgefield	$3,610,000	L	Safety, Pavement, Non-SOV	Sustainability & Resiliency
S 11th St	S 11th St. and Timm Rd	Install intersection signing pavement markings, and street lighting	2028 - 2035	Ridgefield	$380,000	L	Safety, Air Quality, Congestion	Safety & Security

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
S 15th St	Royle (S 45th Ave.) to S 35th Place	Rebuild road, 1 lane each direction	2028 - 2035	Ridgefield	$4,830,000	L	Safety, Pavement, Freight, Non-SOV	Sustainability & Resiliency
S 20th Way	Timm Rd to S 51st Ave	Widen to 1 lane each direction w/ turn lane	2028 - 2035	Ridgefield	$2,980,000	L	Safety, Pavement, Freight, Non-SOV	Accessibility & Mobility
N. 20th St (289th Street)	I-5 to 65th Ave/ NW 11th	Upgrade to minor arterial	2028 - 2035	Ridgefield	$2,860,000	L	Safety, Pavement, Freight, Non-SOV	Accessibility & Mobility
N. 20th St (289th Street)	I-5 Overcrossing	Upgrade to minor arterial	2028 - 2035	Ridgefield	$12,180,000	L	Safety, Pavement, Freight, Non-SOV	Accessibility & Mobility
S 25th Place	S 10th to S 4th Way	Rebuild road	2028 - 2035	Ridgefield	$1,020,000	L	Safety, Pavement, Freight, Non-SOV	Sustainability & Resiliency
N 35th Ave	N Pioneer Canyon Drive to N 14th St	New road with 1 lane each direction	2028 - 2035	Ridgefield	$3,300,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
S. 35th Ave	Pioneer (SR 501) to S 15th St	New road 1 lane each direction w/ turn lane	2028 - 2035	Ridgefield	$7,420,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
N 51st Ave	Pioneer to N 5th St	1 lane each direction w/ turn lane	2028 - 2035	Ridgefield	$2,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
S 51st Ave/ Discovery Dr	Pioneer St to Pioneer Canyon Drive/N 5th Street.	New Collector, two lanes with turn lanes/medians	2028 - 2035	Ridgefield	$2,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
S 51st Ave/ Discovery Dr	Pioneer Street to S. Wells Drive	New Minor Arterial, two lanes with turn lanes/medians	2028 - 2035	Ridgefield	$2,060,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
S 51st Ave/ Discovery Drive	S. Wells Drive to Carty Road	New Minor Arterial, two lanes with turn lanes/medians	2028 - 2035	Ridgefield	$1,030,000	L	Safety, Pavement, Non-SOV	Safety & Security
N 56th Ave	S 11th St/ Wells Drive	Roundabout	2028 - 2035	Ridgefield	$1,590,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
N 65th Ave	Pioneer St. (SR 501) to N 5th St/ Pioneer Canyon Drive	New industrial/ commercial collector, 1 lane each direction w/ turn lane, roundabout at Pioneer Canyon Drive	2028 - 2035	Ridgefield	$3,130,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
105th Ave/ NE 29th Ave.	N 10th St/NE 279th to S 10th St/ NE 259th St	Upgrade to collector arterial, 2 lanes plus turn lane	2028 - 2035	Ridgefield	$7,050,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Carty Rd	Hillhurst to I-5	1 lane each direction w/ turn lane	2028 - 2035	Ridgefield	$15,270,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Royle Rd	N 10th St	Construct a signal or roundabout	2028 - 2035	Ridgefield	$2,250,000	L	Safety	Safety & Security
Royle Rd	N 20th St	Construct signal or roundabout	2028 - 2035	Ridgefield	$2,250,000	L	Safety	Accessibility & Mobility
S. 3rd Way	Royle Rd (45th Ave) to 56th Ave	New 2 lane roadway	2028 - 2035	Ridgefield	$5,250,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Unnamed	N 10th Street to new collector extending 74th Place	New 2 lane roadway	2028 - 2035	Ridgefield	$4,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
Unnamed	N 85th Ave to new local roadway	New 2 lane roadway	2028 - 2035	Ridgefield	$4,100,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Union Ridge Parkway	74th Place	Construct a signal or roundabout	2028 - 2035	Ridgefield	$2,500,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Union Ridge Parkway	S 5th St to NE 279th St	Construct a signal or roundabout	2028 - 2035	Ridgefield	$2,500,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Union Ridge Parkway	S 85th Ave	Construct a signal or roundabout	2028 - 2035	Ridgefield	$500,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Gee Creek Trail	Heron Dr. to Main Ave	Construct trail	2028 - 2035	Ridgefield	$1,029,785	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Timm Rd	S 11th St to S 20th Way	Widen to 1 lane each direction	2028 - 2035	Ridgefield	$2,330,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
18th St	97th Ave to NE 107th Ave	Construct new urban arterial roadway, to include roundabouts, bike lanes, sidewalk, & a multi-use pathway	2028 - 2035	Vancouver	$13,989,000	R	Safety, Pavement, Freight, Non-SOV	Accessibility & Mobility
18th St.	*142nd Avenue to 162nd Avenue*	2 lanes ea. direction, w/ turn lanes	2028 - 2035	Vancouver	$18,000,000	R	Safety, Pavement, Freight, Non-SOV	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
18th St.	162nd Ave to 192nd Ave	2 lanes ea. direction, w/ turn lanes	2028 - 2035	Vancouver	$20,000,000	R	Safety, Pavement, Freight, Non-SOV	Accessibility & Mobility
Fruit Valley Freight Access and Safety Improvements Project	SR 501 to NW 61st St	Construct new urban industrial arterial roadway w/ 1 lane each direction, turn lanes, bike lanes, sidewalks & multi-use pathway	2028 - 2035	Vancouver	$64,000,000	R	Safety, Pavement, Freight, Non-SOV	Economic Vitality & Quality of Life
Fruit Valley Freight Access and Safety Improvements Project	BBC to NW 78th St	Widen existing roadway to 1 lane each direction, turn lanes, and bike lanes	2028 - 2035	Vancouver	$10,000,000	R	Safety, Pavement, Freight, Non-SOV	Economic Vitality & Quality of Life
Fruit Valley Freight Access and Safety Improvements Project	61st to BBC	Widen existing roadway to 1 lane each direction, turn lanes, bike lanes, multi-use pathway and replace existing bridge over BNSF	2028 - 2035	Vancouver	$49,000,000	R	Safety, Pavement, Non-SOV	Economic Vitality & Quality of Life
78th St/Fruit Valley	NW Lakeshore & 78th St	New roundabout	2028 - 2035	Vancouver	$2,000,000	R	Safety	Safety & Security
NE 162nd Ave	SE 1st Street to NE 9th St	3 lanes ea. direction, w/median	2028 - 2035	Vancouver	$11,000,000	R	Safety, Pavement, Congestion	Accessibility & Mobility
192nd Ave	SE 1st St to NE 18th St	2 lanes ea. direction, w/ turn pockets, medians, pedestrian & bicycle facilities	2028 - 2035	Vancouver	$20,000,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
Andresen Rd	Padden Pkwy	Intersection operational upgrade	2036 - 2045	Vancouver	$15,000,000	R	Safety	Safety & Security
Andresen Rd	MacArthur Blvd Intersection	Intersection operational upgrade	2028 - 2035	Vancouver	$2,500,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
Andresen Rd	E Mill Plain Blvd to Highland Dr	1 lane ea. direction, w/ turn lane	2036 - 2045	Vancouver	$10,000,000	R	Safety	Safety & Security

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
Brady Road West Extension	192nd Ave. interchange to 171st Ave.	Construct new urban arterial roadway w/ 1 lane each direction, turn lanes, bike lanes, and sidewalks	2028 - 2035	Vancouver	$20,500,000	R	Safety	Safety & Security
Burton/28th St	NE Andresen Rd. to NE 138th Ave	1 lane ea. direction, w/ turn lane	2028 - 2035	Vancouver	$1,000,000	R	Safety, Pavement, Congestion	Accessibility & Mobility
Evergreen Highway	Weber Arboretum to 100th Ct	Install pedestrian pathway on one side	2028 - 2035	Vancouver	$15,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Fourth Plain Blvd.	E 62nd Ave. to Andresen Rd.	Expand existing sidewalk to create multiuse path	2028 - 2035	Vancouver	$5,000,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
Fourth Plain Blvd.	121st Ave to 127th Ave	Reconstruct urban arterial roadway to include 2 lanes in each direction, turn lanes, bike lanes and sidewalks	2036 - 2045	Vancouver	$1,000,000	R	Safety, Pavement, Non-SOV	Safety & Security
Hazel Dell Ave	Hazel Dell Ave. and BBC Trail	Trail crossing	2028 - 2035	Vancouver	$800,000	L	Safety, Pavement, Non-SOV	Safety & Security
Heights Grand Loop	Devine Rd. to MacArthur Blvd.	Construct multimodal improvements around the central core of the Heights Redevelopment Area providing connections to MacArthur Blvd., Devine Rd, and Mill Plain Blvd	2028 - 2035	Vancouver	$5,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Jefferson St	Mill Plain to Evergreen	1 lane each direction, bike lanes & sidewalks. Including realigning the offset intersection at Jefferson/Kauffman & 13th Street	2028 - 2035	Vancouver	$10,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
Lieser Rd./ NE 87th Ave	Lieser to E 5th St	Intersection improvements	2028 - 2035	Vancouver	$6,000,000	R	Safety, Pavement, Non-SOV	Safety & Security
MacArthur Blvd.	Brandt to Blandford	Complete street - evaluate mobility and traffic needs, safety concerns	2028 - 2035	Vancouver	$500,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Main St	Fourth Plain Blvd. to City Limits	Complete streets	2028 - 2035	Vancouver	$700,000	R	Safety, Pavement, Freight, Non-SOV	Accessibility & Mobility
Mill Plain Blvd	Boise Ave to N Andresen Rd	1 lane ea. direction, w/ turn lane	2028 - 2035	Vancouver	$10,000,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
St. Johns	NE 68th St	Signal	2028 - 2035	Vancouver	$1,000,000	R	Safety, Pavement, Congestion	Accessibility & Mobility
St. Johns	Ft. Vancouver Way	Signal	2028 - 2035	Vancouver	$2,800,000	R	Safety, Pavement, Congestion	Accessibility & Mobility
St. Johns/St. James	Fourth Plain to City Limits	Complete street project	2028 - 2035	Vancouver	$1,000,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
SE 5th St	SE 120th Ave to SE 121st Ave	New connector access	2028 - 2035	Vancouver	$550,000	L	Safety	Safety & Security
NE 9th St	NE 172nd Ave to NE 192nd Ave	New urban collector street	2036 - 2045	Vancouver	$10,000,000	L	Safety	Safety & Security
9th St/11th St	NE 152nd to 162nd Ave	Complete corridor to 2 lanes	2028 - 2035	Vancouver	$3,000,000	L	Safety	Safety & Security
SE 10th St	Ellsworth to Chkalov	1 lane ea. direction, w/ turn lane	2028 - 2035	Vancouver	$4,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 11th/NE 13th	172nd Ave to 192nd Ave	1 lane ea. direction, w/ turn lane	2028 - 2035	Vancouver	$4,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
NE 15th Ave	SR 500 to Ross St	1 lane each direction, w/ turn lane	2028 - 2035	Vancouver	$2,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
E 18th St	Grand Blvd. to NE Burton Rd	Reconstruct urban arterial roadway to include 1-2 lanes in each direction, turn lanes, bike lanes and sidewalks	2028 - 2035	Vancouver	$2,000,000	L	Safety	Safety & Security
18th St	142th Ave to 162nd Ave	1 lane ea. direction, w/ turn lanes	2028 - 2035	Vancouver	$18,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
SE 20th St	SE 176th Ave	Construct new single lane roundabout	2028 - 2035	Vancouver	$500,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 28th St	142nd Ave to 162nd Ave	1 lane ea. direction, w/ turn lanes	2028 - 2035	Vancouver	$12,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Main St	39th St Intersection	Intersection upgrade	2028 - 2035	Vancouver	$2,000,000.00	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
49th St	122nd to 137th Ave	1 lane ea. direction, w/turn lane	2028 - 2035	Vancouver	$10,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
54th St	15th Ave to St Johns	Reconstruct urban arterial roadway to include 1 lane in each direction, turn lanes, bike lanes, and sidewalks	2028 - 2035	Vancouver	$15,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
94th Ave	Van Mall Dr to NE 54th St	Reconstruct urban arterial roadway to include 1 lane in each direction, turn lanes, bike lanes, and sidewalks	2028 - 2035	Vancouver	$2,500,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
NE 104th Ave	18th St to 14th St	Reconstruct urban arterial roadway to include 1 lane in each direction, turn lanes, bike lanes, and sidewalks	2028 - 2035	Vancouver	$10,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
NE 104th Ave	Mill Plain to NE 14th St	Reconstruct urban arterial roadway to include 1 lane in each direction, turn lanes, bike lanes, and sidewalks	2028 - 2035	Vancouver	$10,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Chkalov Dr	Mill Plain Blvd. to SE McGillivray	Reconstruct urban arterial roadway to include 2 lanes in each direction, turn lanes, bike lanes and sidewalks	2036 - 2045	Vancouver	$1,000,000	L	Safety, Freight, Pavement, Non-SOV	Safety & Security
Columbia Shores	S. of SR 14	Rail trestle, widen portal	2028 - 2035	Vancouver	$20,000,000	L	Safety, Pavement, Non-SOV	Economic Vitality & Quality of Life
Devine Rd	E Mill Plain Blvd. to MacArthur Blvd.	Reconstruct urban arterial roadway to include 1 lane in each direction, turn lanes, bike lanes and sidewalks	2028 - 2035	Vancouver	$4,000,000	L	Safety, Pavement, Non-SOV	Safety & Security
Ellsworth	SE 2nd to SE 10th St	Reconstruct urban arterial roadway to include 1 lane in each direction, turn lanes, bike lanes and sidewalks	2028 - 2035	Vancouver	$4,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
E Evergreen Blvd Bridge	E Evergreen Blvd. and S Blandford Dr.	Bridge replacement	2036 - 2045	Vancouver	$15,000,000	L	Safety, Pavement, Non-SOV	Sustainability & Resiliency
Evergreen Highway	Columbia Springs to 164th Ave	Install pedestrian pathway on one side	2028 - 2035	Vancouver	$5,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Evergreen Highway	164th Ave to City Limits	Install pedestrian pathway on one side	2028 - 2035	Vancouver	$7,000,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
MacArthur Blvd	Lieser Rd Intersection	Intersection improvements	2028 - 2035	Vancouver	$2,800,000	L	Safety, Pavement, Non-SOV	Safety & Security
MacArthur Blvd.	MacArthur Blvd. and S Blandford Dr.	Install enhanced pedestrian crossing to improve pedestrian safety and accessibility	2028 - 2035	Vancouver	$750,000	L	Safety	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
MacArthur Blvd	E Mill Plain Blvd to N Lieser Rd	Roundabout	2028 - 2035	Vancouver	$15,000,000	L	Safety	Safety & Security
MacArthur Blvd and N Andresen Rd.	MacArthur Blvd and N Andresen Rd	Roundabout	2028 - 2035	Vancouver	$1,500,000	L	Safety	Safety & Security
MacArthur Blvd, S Lieser Rd and St. Helens Ave	S Lieser Rd and St. Helens Ave	New traffic signal or roundabout	2028 - 2035	Vancouver	$3,500,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Section 30: Collector Arterial	Various locations on Section 30	New connector access	2028 - 2035	Vancouver	$14,400,000	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
SR 14	SR 14 and 27th St Ramps	Installation of ramp improvements	2028 - 2035	Washougal	$17,898,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
27th St/Index St	SR 14 to Index/ 27th St to west terminus	Widen to Industrial Collector standard 1 lane each direction with TWLT lane, including modifications to lighting, storm drainage, & utilities	2028 - 2035	Washougal	$4,608,784	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
27th S./Index St	Addy to Private Dr west of 27th St	Street connection 1 lane each direction with pedestrian facilities	2028 - 2035	Washougal	$9,545,600	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
32nd St	Evergreen Way to 34th St	Widen to 3 lanes, plus bike lanes and sidewalk	2036 - 2045	Washougal	$18,966,720	R	Safety	Accessibility & Mobility
32nd St	32nd St. & Rail Underpass	Construct grade separated railroad crossing with associated street enhancements	2028 - 2035	Washougal	$60,000,000	R	Safety, Pavement, Non-SOV	Safety & Security
Evergreen Way	32nd St to Sunset View Rd	Widen to install bike lanes & sidewalk	2036 - 2045	Washougal	$2,500,000	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
Evergreen Way	Evergreen Way and Sunset View Rd	Intersection improvement	2036 - 2045	Washougal	$3,103,461	R	Safety, Pavement, Non-SOV	Accessibility & Mobility
Washougal River Rd	Shepherd Rd, 18th/O, 25th	Intersection improvements including bike & ped	2036 - 2045	Washougal	$3,500,000	R	Safety	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
Washougal River Rd	N. 18th St to E St	Lighting, striping, and bridge endpoint protection	2036 - 2045	Washougal	$500,000	R	Safety	Safety & Security
2nd St	2nd St and A St	Roadway realignment	2028 - 2035	Washougal	$2,267,080.00	L	Safety, Pavement, Non-SOV	Safety & Security
S 4th St	S. 2nd St to S Mariana Way	Street connection 1 lane each direction with bike & pedestrian facilities	2028 - 2035	Washougal	$918,764.00	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
6th St	C St to E St	Restriping to 3 lanes, plus bike lanes & sidewalk	2028 - 2035	Washougal	$357,960	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
9th St	Shepherd Rd to K St	Washougal River bike/ped trail & crossing	2036 - 2045	Washougal	$2,214,479	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
28th Ct	28th Ct to L St	Washougal River bike/ped trail & crossing	2036 - 2045	Washougal	$2,214,478.97	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
39th St	W Street to Evergreen Way	Installation of bikes lanes & sidewalks	2028 - 2035	Washougal	$2,952,813	L	Safety	Accessibility & Mobility
39th St	Evergreen Way to M St	Traffic calming improvements	2036 - 2045	Washougal	$1,200,000	L	Safety	Safety & Security
49th St and J St	32nd St to W St	Bike ped sidewalks/traffic calming	2036 - 2045	Washougal	$3,071,367	L	Safety	Safety & Security
A St/Addy St Connection	20th to 27th St	Street connection, traffic calming & bike/ped improvements	2028 - 2035	Washougal	$8,352,400	L	Safety, Pavement, Non-SOV	Safety & Security
C St & Main St	Washougal River Rd to 34th St	Bike lanes & sidewalks	2036 - 2045	Washougal	$3,692,248	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
C St	6th St to Washougal River Rd	Bike lanes & sidewalks	2036 - 2045	Washougal	$2,952,638	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
E St	SE Lechner St to 22nd St	Consolidating driveways, installing median islands, & installing radar feedback signs	2036 - 2045	Washougal	$1,500,000	L	Safety	Safety & Security

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
F St	25th St to 34th St	Traffic calming/sidewalk & bike ped facilities	2036 - 2045	Washougal	$1,200,778	L	Safety, Pavement, Non-SOV	Safety & Security
W St	32nd to 49th St	2 lane collector & extension across creek with pedestrian & bike	2036 - 2045	Washougal	$16,329,591	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Addy St	27th to 45th St	Widen for turn lane, bike lanes & sidewalk	2036 - 2045	Washougal	$9,319,083	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Crown Rd / 283rd Ave	NE 7th to UGA	Widen to 3 lanes arterial, plus bike lanes and sidewalks	2036 - 2045	Washougal	$7,359,842	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Ford St Extension	27th St to 32nd St	New curb & gutter and sidewalk	2036 - 2045	Washougal	$8,913,260	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Lehr Rd	34th to UGA	Widen to collector standard - 1 lane each direction with bike lanes & sidewalks	2036 - 2045	Washougal	$4,285,386	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
North T St	Crown Rd/ 283rd Ave to Woodburn Hill	Street connection - 1 lane each direction, bike & ped facilities	2036 - 2045	Washougal	$5,906,727	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
W Hood Ave	SE Crown Rd to SE 23rd St	Street connection - 1 lane each direction with bike & pedestrian facilities	2036 - 2045	Washougal	$31,269,188.92	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Sunset View Rd	Evergreen Way to UGA	2 lanes, with shoulders for bike and pedestrians	2036 - 2045	Washougal	$12,702,436	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Shepherd Rd	3rd Ave to Washougal River Rd	Bike & ped facilities	2036 - 2045	Washougal	$4,430,408	L	Safety, Pavement, Non-SOV	Accessibility & Mobility
Miscellaneous west city collectors	Various locations	Roadway improvements with bike & pedestrian access	2036 - 2045	Washougal	$6,344,692	L	Safety, Pavement, Congestion	Accessibility & Mobility
Misc. Pedestrian Connections	Various locations	Added sidewalk connections	2028 - 2035	Washougal	$3,500,000	L	Safety, Pavement, Congestion	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
ATM Spot Treatments	Systemwide	Install ATM/queue warning at spot locations	2036 - 2045	WSDOT	$11,400,000	R	Safety, Pavement, Congestion, Bridge, Non-SOV	Accessibility & Mobility
I-5	I-5/Victory Blvd. to SR 500	Replace I-5/Columbia River bridges, add auxiliary lanes & improve interchanges on I-5, extend light rail transit from Expo Center to Vancouver, WA., add protected/buffered bikeways, cycle tracks & a new trail/multiuse path or extension and implement variable rate tolling	2028 - 2035	WSDOT	$6,000,900,000	R	Safety, Pavement, Congestion, Bridge, Non-SOV	Economic Vitality & Quality of Life
I-5	I-5/Interstate Bridge	Upgrade electrical control system	2028 - 2035	WSDOT	$515,447	R	Safety, Air Quality, Congestion	Sustainability & Resiliency
I-5	At Mill Plain	Construct interchange improvements. Add turn lanes, realign ramp curves to allow oversize loads, add metered lanes to on-ramps for storage.	2028 - 2035	WSDOT	$117,726,836	R	Safety, Air Quality, Congestion	Sustainability & Resiliency
I-5	179th St Interchange Improvements	Interchange improvements	2028 - 2035	WSDOT	$88,265,455	R	Safety, Air Quality, Congestion	Economic Vitality & Quality of Life
I-5		Install ramp meters on SB on-ramps from SR 501 to NE 99th St.	2036 - 2045	WSDOT	$2,700,000	R	Safety, Air Quality, Congestion	Accessibility & Mobility
I-5	E Fork Lewis River Bridge NB	Northbound bridge replacement	2028 - 2035	WSDOT	$118,476,981	R	Bridge	Sustainability & Resiliency
I-5	SB E Fork Lewis River Bridge	Painting	2028 - 2035	WSDOT	$4,305,348	R	Bridge	Sustainability & Resiliency
I-5	N Fork Lewis River Bridge SB	Repair steel truss and concrete approach spans	2028 - 2035	WSDOT	$10,031,031	R	Bridge, Pavement	Sustainability & Resiliency

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
I-5/I-205	Salmon Creek Interchange	Planning study for Salmon Creek Interchange Project Phase II	2036 - 2045	WSDOT	$300,000	R	Safety, Air Quality, Congestion	Accessibility & Mobility
I-5/I-205	Salmon Creek Interchange Phase II	Implement improved access from NE 134th St to I-205	2036 - 2045	WSDOT/Clark County	$35,000,000	R	Safety, Air Quality, Congestion	Accessibility & Mobility
I-205	Padden Pkwy Interchange	Construct a direct connection to NE 72nd Ave from NB I-205 off-ramp to Padden Parkway	2036 - 2045	WSDOT	$50,000,000	R	Safety, Air Quality, Congestion	Accessibility & Mobility
I-205	Padden Pkwy/ NE 134th St	Install ramp meters on NB on-ramps	2028 - 2035	WSDOT	$1,200,000	R	Safety, Air Quality, Congestion	Accessibility & Mobility
I-205	SR 500 to Padden	Install auxiliary lanes	2028 - 2035	WSDOT	$46,228,160	R	Safety, Air Quality, Congestion	Accessibility & Mobility
I-205		Install Active Traffic Management NB Glenn Jackson Bridge to NE Andresen Rd.	2028 - 2035	WSDOT	$10,440,000	R	Safety, Pavement, Air Quality, Congestion	Accessibility & Mobility
I-205	Paden to MP SB	Install Active Traffic Management SB NE Andresen Rd. to Glenn Jackson Bridge	2036 - 2045	WSDOT	$8,640,000	R	Safety, Pavement, Air Quality, Congestion	Accessibility & Mobility
SR 14	Lieser Rd	Construct auxiliary lane from Lieser Rd. on-ramp to I-205 SB Ramp	2028 - 2035	WSDOT	$10,000,000	R	Safety, Pavement, Air Quality, Congestion	Accessibility & Mobility
SR 14	West Camas Slough Bridge	Painting	2020 - 2035	WSDOT	$6,491,050	R	Bridge	Sustainability & Resiliency
SR 14	West Camas Slough Bridge	Rebuild bridge	2036 - 2045	WSDOT	$52,700,000	R	Bridge	Sustainability & Resiliency
SR 14	SE 192nd Ave. to Columbia House Blvd.	Install WB ramp meters	2036 - 2045	WSDOT	$2,750,000	R	Safety, Air Quality, Congestion	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
SR 14	Columbia House Blvd to I-205	Install EB ramp meters	2028 - 2035	WSDOT	$1,800,000	R	Safety, Air Quality, Congestion	Accessibility & Mobility
SR 500	Fourth Plain Blvd	Implement EB and WB displaced left-turns from Fourth Plain Blvd to SR 500/SR 503	2036 - 2045	WSDOT	$20,000,000	R	Safety, Air Quality, Congestion	Accessibility & Mobility
SR 500	Gher Rd. to St. Johns Rd.	Install WB ramp meters	2028 - 2035	WSDOT	$3,600,000	R	Safety, Air Quality, Congestion	Accessibility & Mobility
SR 500	St. Johns to Thurston Way	Install EB ramp meters	2028 - 2035	WSDOT	$3,000,000	R	Safety, Air Quality, Congestion	Accessibility & Mobility
SR 502	SR 502 & NE 92nd Ave	Add south leg of intersection, & modify signal	2028 - 2035	WSDOT	$1,100,000	R	Safety, Air Quality, Congestion	Accessibility & Mobility
SR 502	SR 502 & W 29th Ave	Add south leg of intersection & signalize	2036 - 2045	WSDOT	$1,400,000	R	Safety, Air Quality, Congestion	Accessibility & Mobility
SR 503	NE 99th St to NE 244th St	Restripe for buffered bike lanes and install median curb for improved access control	2028 - 2035	WSDOT	$43,000,000	R	Safety, Pavement, Congestion, Bridge, Non-SOV	Accessibility & Mobility
SR 503	SR 502/Main St to North City Limits	Add second lane in each direction and extend shared use path from Onsdorff to the north city limits	2036 - 2045	WSDOT	$11,600,000	R	Safety, Pavement, Congestion, Bridge, Non-SOV	Accessibility & Mobility
SR 503	SR 503 & NW 5th St	Add east-west right-in right-out on east side of SR 503	2028 - 2035	WSDOT	$300,000	R	Safety, Pavement, Congestion, Bridge, Non-SOV	Accessibility & Mobility

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
SR 503	SW Eaton Blvd to North City Limits	Construct multimodal path	2036 - 2045	WSDOT	$1,200,000	R	Safety, Pavement, Congestion, Freight, Non-SOV	Accessibility & Mobility
SR 503	SR 503/Padden Pkwy to NE 144th Vic	Install Median Curb	2028 - 2035	WSDOT	$2,000,000	R	Safety, Pavement, Congestion, Freight, Non-SOV	Safety & Security
SR 503	at Padden Pkwy	Add Interchange	2036 - 2045	WSDOT	$45,000,000	R	Safety, Pavement, Congestion, Freight, Non-SOV	Accessibility & Mobility
SR 503	NE 65th St	Restripe the WB approach to a dedicated left-turn lane and shared through/right-turn lane. Implement flashing yellow arrows on 65th St	2028 - 2035	WSDOT	$25,000	R	Safety, Pavement, Congestion, Freight, Non-SOV	Accessibility & Mobility
SR 503	Padden Pkwy	Add real-time travel signs north of Padden Pkwy to provide I-205 travel time comparisons; add additional static signs to guide travelers to I-205	2028 - 2035	WSDOT	$2,000,000	R	Safety, Pavement, Congestion, Freight, Non-SOV	Accessibility & Mobility
SR 503	NE 149th St to SR 502	Upgrade existing shared-use path to meet width standards	2036 - 2045	WSDOT/Battle Ground/Clark County	$1,800,000	R	Safety, Pavement, Congestion, Freight, Non-SOV	Safety & Security
SR 503	NE 99th St to NE 149th St	Implement Leading Pedestrian Intervals at intersections with high pedestrian volumes	2036 - 2045	WSDOT/Clark County	$500,000	R	Safety, Air Quality, Congestion	Safety & Security

Facility	Cross Streets	Project Description	Estimated Completion Year	Jurisdiction /Agency	Project Cost Estimate	Regional (R) Local (L)	Performance Measures	RTP Goals
SR 503	NE 119th St	Planning Study for SR 503/NE 119th St	2036 - 2045	WSDOT/Clark County	$150,000	R	Safety, Pavement, Congestion, Freight, Non-SOV	Economic Vitality & Quality of Life
SR 503	Eaton Blvd to NW 25th	Urban upgrades to SR 503 cross-section within Battle Ground city limits	2036 - 2045	WSDOT/Battle Ground	$11,450,000	R	Safety, Air Quality, Congestion	Safety & Security
SR 503	NW 25th St/NE 244th St	Intersection Improvements at SR 503/NW 25th St (signal timing or roundabout)	2036 - 2045	WSDOT/Battle Ground	$5,800,000	R	Safety, Air Quality, Congestion	Economic Vitality & Quality of Life
NE Fourth Plain	NE 117th Ave to NE 162nd Ave	Intersection capacity & operational upgrade	2028 - 2035	WSDOT	$3,400,000	R	Safety, Air Quality, Congestion	Accessibility & Mobility
NE Fourth Plain	SR 503 to NE 137th Ave	Improve signal timing	2028 - 2035	WSDOT/Vancouver	$200,000	R	Safety, Air Quality, Congestion	Accessibility & Mobility

20-Year Project Map (Regional Projects)

