

Requestor	Project	Description	Amount Requested (in thousands)
Clark County	Chelatchie Prairie Railroad Rehabilitation	To improve rail infrastructure by installing new ties, ballast, rise and line track and replace the current 66lb and 85lb steel rails, switches and rail jewelry to 115lb or larger over the first 4 miles of track.	\$1,742,286
Port of Ridgefield	Pioneer Street Rail Overpass Project	This project will build an overpass extending Pioneer Street (SR501) across the BNSF railroad tracks and connecting to the Ridgefield waterfront (which includes residential houseboats), Port facilities and the Ridgefield National Wildlife Refuge, eliminating two dangerous at-grade crossings that limit development on the Ridgefield waterfront, and pose significant safety risks to pedestrians, residents, visitors and boaters.	\$4,000,000
Port of Vancouver	West Vancouver Freight Access Project	Funds will be used for final construction necessary to complete the new east-west rail access line and the supporting port rail system infrastructure. Completion of the West Vancouver Freight Access Project will significantly reduce congestion on the Pacific Northwest rail system mainline for both passenger and freight traffic and will improve port internal rail operations, fully supporting unit train access and competitive access for port customers.	\$11,000,000
Ridgefield	Interstate 5 at State Route 501 Interchange Replacement Project – Stage 2	Stage 1, which will proceed with construction in Fall 2009, consists of replacing the current interchange with a new interchange of greater transportation capacity, widening SR-501 through the interchange area to four through travel lanes plus turning lanes. Stage 2, which is currently unfunded, consists of improving North 65th Avenue and 56th Place at their intersection with SR-501. Also included will be sidewalks for pedestrian travel and bike lanes.	\$2,000,000
Vancouver	Downtown Waterfront Redevelopment Access Project	This project will create the access necessary for development to occur on 30+ acres along Vancouver's west Columbia River waterfront. Once the access is created the private investment on the waterfront is estimated to total \$1.3 billion. The \$39,200,000 access project includes construction of two new grade-separated BNSF main railway under-crossings. These funds would be used to construct surface street underpasses at Grant and Esther Streets connecting downtown Vancouver with the waterfront. Without these critical underpasses, construction cannot occur on the waterfront.	\$4,000,000
Clark County	Salmon Creek Interchange	Funding for a new NE 139th Street overpass and road improvements for a new high-capacity interchange that will improve the interstate and regional systems, which over 150,000 people use on a daily basis.	\$3,000,000
Washougal	E Street Improvements	The 'E' Street Improvements project will re-stripe 'E' Street from a facility with 4 travel lanes to a facility with 2 travel lanes with a center turn lane and bicycle lanes in each direction along 'E' Street from 6th Street to 32nd Street. A roundabout will be constructed to replace a traditional signalized intersection at 17th Street.	\$3,000,000
C-TRAN	Vehicle Replacement	For replacement of transit fleet fixed route bus and demand response vehicles.	\$3,000,000
C-TRAN	Alternative Analysis	The Alternatives Analysis will determine mode and alignment for an HCT project in Clark County, Washington. It will evaluate a locally preferred corridor consistent with the findings of the Southwest Washington Regional Transportation Council's High Capacity Transit study. The Alternatives Analysis is a necessary step toward developing a project for eventual submission to the Federal Transit Administration for possible future New Starts or Small Starts funding.	\$500,000

Vancouver	137th Avenue Improvement Project	NE 137th Avenue is a minor urban arterial corridor that runs north/south for 6 miles through the core of east Vancouver and urban Clark County. It ties together major arterials roadways and several of the City's largest current and future employment centers. This NE 137th Avenue street upgrade project will upgrade 1 mile of the corridor through a rapidly developing portion Vancouver.	\$3,000,000
WSDOT	SR 502/503 Pedestrian Safety Improvements, Battle Ground	The project will provide pedestrian and bicycle crossing improvements at the intersection of state route 502 and state route 503. This will likely include countdown pedestrian signal heads, refuge islands and pedestrian scale lighting.	\$400,000
Vancouver	18th Street Corridor Project	This project will acquire right-of-way and construct NE 18th Street in Vancouver Washington between Four Seasons Lane and NE 138th Street. The finished roadway will be 2 lanes in each direction with center left turn lanes, sidewalks, bike lanes, landscaping, and stormwater facilities. It will replace an aging two-lane rural-standard roadway, and will provide access to the new I-205 interchange that will be constructed by the Washington DOT.	\$5,000,000
Battle Ground	South Parkway Safety Improvements	This half-mile project will involve the installation of detached sidewalks, bicycle lanes, median islands, turn lanes, and street lighting. The widening of the road will aid in school buses turning within the narrow portion of the roadway onto adjacent roads. The project will create a safer road network for commuters to access state highways from NE 199th Street and Rasmussen Boulevard. This improvement project will provide separation between auto/bus traffic and pedestrian traffic, which is critical for school children and pedestrians wanting to visit the downtown area.	\$3,120,000
WSDOT	CRC New Starts application	This would go towards a Interstate MAX Extension to Clark County (Columbia River Crossing), Oregon/Washington.	N/A
WSDOT	I-5, Columbia River Crossing	Right-of-way acquisition and construction of a new Columbia River Crossing between Vancouver, WA and Portland, OR.	\$200,000,000
Longview	SR 432/SR 433 Highway and Corridor Capacity Improvements	Preliminary engineering and environmental analysis for a grade seperated single point urban exchange and expand Port of Longview Industrial Rail Corridor.	\$2,000,000
Longview	Columbia Heights Road Improvements	Improve approximately 1 mile of Columbia Heights Road. The existing roadway is a 20-foot wide, winding urban collector in a steep hillside area paved with bituminous surfacing, with no sidewalk and very narrow shoulders, very limited street lighting, and no storm drainage system. With no sidewalk and very narrow shoulders, Columbia Heights Road is a dangerous route for cyclists and pedestrians, especially for school children on the way to and from Columbia Heights Elementary and Cascade Middle School. The benefit of this project will be to accommodate bicycle and pedestrian traffic and improve safety of the roadway.	\$2,960,000
Port of Longview	Rail Loop Improvements	Construction and installation of one new turnout and 2,700 feet of 136lb rail track.	\$900,000
Woodland	I-5, Scott Avenue & Port/Rail Grade Separation Preliminary Analysis	For the environmental study and preliminary design to elevate I-5 and bridge over Scott Avenue, thereby restoring an east west link for the city. Construction of this project will subsequently divert 35% of the traffic away from the nearby interchanges, improving safety and extending the service life. In addition the study includes an extension of Scott Avenue westerly, to bridge over the BNSF railway.	\$1,600,000

Kelso	West Main Alignment	The Kelso West Main Realignment project will reconstruct this critical link in West Kelso. It is not only Main Street through West Kelso; it is a link between State Highway 411 and State Highway 410. It currently experiences severe congestion, not only during peak traffic hours but through much of the day as well.	\$4,880,000
Longview	Hybrid Buses	Funds would go towards the purchase two hybrid transit buses to meet increased demand.	\$1,000,000
Castle Rock	Cowlitz Street West	The project consists of reconstruction of Cowlitz Street West from Huntington Avenue to Second Avenue SW. Project will include street reconstruction, sidewalks, bulbouts, and street lights.	\$1,091,200
Centralia/Lewis County	Borst Avenue Safety Improvement Project	This important safety improvement is proposed to reconstruct 0.87 miles of Borst Avenue and includes the roadway widening, addition of a sidewalk, street lighting, stormwater, and utility relocation. The project is a multi-jurisdictional effort to improve the safety of pedestrians between the Centralia Middle School and the Centralia High School and will be primarily used by students and parents going to and from these schools. The funds will be used for the preliminary engineering, right-of-way acquisition and construction of this important safety improvement project.	\$2,000,000
WSDOT	Willapa Hills Trail Connection	Plan, design and construct a shared use path that facilitates movement between schools, residential, parks and recreation, and emergency services for non-motorized users.	\$800,000
Lewis County	Harrison Avenue Improvement	This project is Phase One of Two Phases to design, acquire right-of-way, and construct corridor improvements on Harrison Avenue between the City of Centralia and the Lewis/Thurston County line. Phase One will improve the corridor from just south of Kuper Road (milepost 1.950) north to the County line (milepost 2.544). The proposed improvement includes the widening of the roadway surface to 3 lanes, the addition of truck turning lanes at intersections (drop and acceleration lanes), sidewalks, street lights, stormwater and utility relocation.	\$3,600,000
WSDOT	I-5/Lewis County, Capacity and Safety Improvements	This project will complete alternative analysis and initiate preliminary right of way acquisition for the widening of I-5 in Lewis County between 13th Street and Harrison Avenue. This is one phase of the corridor widening from Rush Road to Grand Mound.	\$4,000,000
Raymond	US 101 - Heath Street Intersection	The US 101/Heath Street Intersection Reconstruction & Related-Drainage Improvements in Raymond, Washington will reconstruct a flood-plagued intersection of US 101 and Heath Street in the City of Raymond. The reconstruction of the intersection also includes repair and improvements to the inadequate storm drain and water conveyance infrastructure.	\$800,000
Ilwaco	Elizabeth Street Upgrade	Upgrade Elizabeth Street in the City of Ilwaco, WA to handle the more than 40 semi trucks per day. This project would eliminate the need for these large commercial trucks to make the tight, 90 degree turn at 1st & Spruce Streets (Hwy. 101).	\$324,800
WSDOT/RTC	SR-14 Gorge Safety Improvements	The requested funds will be used for the design and construction of the highest priority unstable slope mitigation projects along SR-14. These unstable slope projects will be designed to protect the natural scenic elements of the Gorge, while providing safety to the region's residents and visitors.	\$2,000,000
WSDOT	I-5/Woodland Trail, Phase IV Completion, Thurston County	This project completes an approximately 5 mile trail linking the Chehalis Western Trail to the Tumwater Historical Park. This is the final leg of the Olympia Woodland Trail that also provides connection to Capital Lake and the Watershed Park; activities include: construct, engineer, conduct environmental review, install	\$629,600
Olympia	Percival Landing	For road improvements to 4th Avenue and reconstruction of percival landing boardwalk.	\$3,000,000

Tumwater	SR-5 Interchange at Tumwater Boulevard	Modify existing interchange to include widening of the existing overcrossing of I-5 from 3 lanes to 5 lanes, widen the southbound off-ramp from 2 to 4 lanes, and construct roundabouts.	\$5,000,000
Intercity Transit	Maintenance, Operations, and Administration Facility	Expand transit maintenance, operating and administration facility to address current over-capacity and accommodate further expansion of service in the Olympia-Lacey urban area.	\$2,000,000
Wahkiakum	Ferry Terminal	To fully fund the reconstruction and improvement of the ferry terminal at Puget Island, Washington	\$590,000
UW	National University Transportation Center	The Center will conduct integrated, multi-disciplinary research that both provides an improved policy framework for better governmental decision making and significantly improves the state of the art in transportation engineering and design in order to achieve a more effective, economically and environmentally sustainable, and resilient transportation system. The research will be forward looking, establishing a basis for new transportation policies and investments that will catalyze innovation, efficiency, and sustainability in our nation's future transportation systems.	N/A