



2016 - 2021 Clark County Transportation Improvement Program (TIP)



NE 47th Avenue at NE 78th Street Intersection



Fifth Plain Creek Bridge



NE 119th Street (NE 72nd Avenue to NE 87th Avenue), including a new Curtin Creek Culvert



proud past, promising future

CLARK COUNTY
WASHINGTON

2016 - 2021

**TRANSPORTATION IMPROVEMENT PROGRAM
(T I P)**

November 2015

Clark County Public Works

Post Office Box 9810

Vancouver WA, 98666-9810

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www.clark.wa.gov/public-works/transportation-improvement-program

CLARK COUNTY, WASHINGTON
RESOLUTION NO. 2015-11-02

A RESOLUTION relating to adoption of the 2016-2021
Six-Year Transportation Improvement Program (TIP).

WHEREAS, a public hearing on the 2016-2021 Transportation Improvement Program was held at 10:00 A.M., Tuesday, November 10, 2015 in accordance with RCW 36.81.121 and WAC 136.16.010; and,

WHEREAS, this is to certify that a priority array of potential projects on this County's arterial system was prepared under the direction of the Director of Public Works and was available to the Board of County Councilors during the preparation of these programs in accordance with WAC 136-14-050; and,

WHEREAS, this is to certify that a written report with respect to deficient bridges was prepared under the direction of the Director of Public Works and was available to the Board of County Councilors during the preparation of these programs in accordance with WAC 136-20-060; and,

WHEREAS, this Transportation Improvement Program has been analyzed to establish its consistency with the adopted Comprehensive Plan and adopted policies in the Community Framework Plan; and,

WHEREAS, this Transportation Improvement Program has been analyzed to establish Clark County's financial capability of completing the projects that are contained within the Program in accordance with chapter 36.70A RCW; and,

WHEREAS, the County commits to funding those projects so designated as "Reasonably Funded" in the program for purposes of Concurrency, as shown in the Financial Analysis section of the TIP, incorporated by reference; and,

WHEREAS, the Board of County Councilors is in regular session assembled this day.


NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COUNCILORS OF CLARK COUNTY, STATE OF WASHINGTON, that the attached 2016-2021 Transportation Improvement Program, as submitted by the Director of Public Works, is hereby adopted.

DATED this 10th day of Nov., 2015.

ATTEST:


Clerk to the Board


BOARD OF COUNTY COUNCILORS
FOR CLARK COUNTY, WASHINGTON


DAVID MADORE, Chair

APPROVED AS TO FORM ONLY:

ANTHONY F. GOLIK
Prosecuting Attorney

TOM MIELKE, Councilor

BY: 
CHRIS HORNE, Chief Civil
Deputy Prosecuting Attorney

JEANNE E. STEWART, Councilor

CLARK COUNTY, WASHINGTON
RESOLUTION NO. 2015-11-03

A RESOLUTION relating to adoption of the 2016 Annual Construction Program element of the 2016-2021 Six-Year Transportation Improvement Program (TIP).

WHEREAS, a public hearing on the 2016 Annual Construction Program was held at 10:00 A.M., Tuesday, November 10, 2015 in accordance with RCW 36.81.121 and WAC 136.16.010; and,

WHEREAS, this is to certify that a priority array of potential projects on this County's arterial system was prepared under the direction of the Director of Public Works and was available to the Board of County Councilors during the preparation of these programs in accordance with WAC 136-14-050; and,

WHEREAS, this Annual Construction Program has been analyzed to establish its consistency with the adopted Transportation Improvement Program; and,

WHEREAS, this Annual Construction Program has been analyzed to establish Clark County's financial capability of completing the projects that are contained within the Program; and,

WHEREAS, the Board of County Councilors is in regular session assembled this day.


NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COUNCILORS OF CLARK COUNTY, STATE OF WASHINGTON, that the 2016 Annual Construction Program element of the 2016-2021 Transportation Improvement Program, as submitted by the Director of Public Works and attached and incorporated by reference, is hereby adopted.

DATED this 10th day of NOV., 2015.

ATTEST:


Clerk to the Board

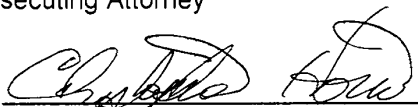
BOARD OF COUNTY COUNCILORS
FOR CLARK COUNTY, WASHINGTON


DAVID MADORE, Chair

APPROVED AS TO FORM ONLY:

ANTHONY F. GOLIK
Prosecuting Attorney

TOM MIELKE, Councilor

BY: 
CHRIS HORNE, Chief Civil
Deputy Prosecuting Attorney

JEANNE E. STEWART, Councilor

2016-2021 CLARK COUNTY TRANSPORTATION IMPROVEMENT PROGRAM

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PARTICIPANTS

This document represents a collaborative effort between the Clark County Board of Councilors, individual citizens, and Clark County staff. Thank you to all who participated in the development of the program.

Clark County Board of Councilors

Marc Boldt, Chair (At large)
Jeanne E. Stewart, District 1
Julie Olson, District 2
David Madore, District 3
Tom Mielke, District 4

Clark County Staff

Heath Henderson – Director of Public Works
Carolyn Heniges – Public Works Transportation
Susan Wilson – Public Works Programming
Tom Grange – Public Works Capital
Matt Hall – Public Works Project
Karen Carlie – Preservation Pavement
Matt Hermen– Community Planning
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Steve Hansen – Public Works Real Property Services
Nels Mickaelson/Halina Lewandowski – Geographic Information Systems (GIS)
Jeff Mize – Public Works Information and Outreach
Ken Lader – Public Works Design
Rob Klug – Public Works Signal Engineering/Operations
Matt Griswold – Public Works Traffic Engineering
David Jardin – Public Works Concurrency
Michael Derleth – Public Works Programming
Michelle Juhlin – Public Works Transportation

INTRODUCTION

Clark County's 2016-2021 Six-Year Transportation Improvement Program (TIP) is essential to implementing the goals of the Clark County Comprehensive Plan and 20-Year Capital Facility Plan. The TIP uses objective criteria to evaluate and prioritize road improvement projects, and assigns available revenues to projects to achieve those goals. While addressing regional transportation priorities, the TIP recognizes the vision set by the community and the Board of County Councilors.

Aside from the practical reasons for developing the TIP, there are legal requirements. State law (WAC 136.15.050) requires Clark County to prepare and update annually a six-year comprehensive transportation program. The WAC specifies that the TIP shall be adopted by the county legislative authority each year and shall include all planned road and bridge construction projects, path/trail projects, and any other specified capital outlays for the following six-year period.

Questions or comments regarding the content or development of this program can be directed to Clark County Customer Service at (360) 397-6118 ext. 4944.

WHAT IS IN THE TRANSPORTATION IMPROVEMENT PROGRAM?

The remainder of this document includes:

- A description of the process used to develop the program
- Director's Note
- An analysis of financial constraints
- The six-year program funding matrix
- The annual construction program for 2016
- An index and map of the projects included in the program
- Traffic Impact Fee (TIF) area maps
- Detail sheets for all funded road projects in the six-year program

DIRECTOR'S NOTE

As the local economy continues to heat up, Clark County is planning, designing and building transportation infrastructure to support the growing economy. At the same time, Clark County is struggling to keep up with expected demand as the county's population surges toward 500,000.

The county's focus remains on building projects that improve safety, ease congestion and preserve the public's investment in nearly 2,700 lane miles of county roads and 76 county bridges, including three pedestrian bridges.

These priorities are reflected in the Six-Year Transportation Improvement Program (TIP), which outlines how an estimated \$169 million will be spent on design, right of way and construction during the next six years.

The 2016-2021 TIP envisions the county continuing to upgrade the NE 119th Street corridor. A contractor working for the county is expected to finish the current project, between NE 72nd Avenue and NE 87th Avenue, in 2016. Additional phases are planned for subsequent years:

- NE 119th Street, NE 50th Avenue to NE 72nd Avenue –Construction is tentatively scheduled for 2017 and is expected to take a single season to complete.
- NE 119th Street, NE 87th Avenue to NE 112th Avenue –Construction is tentatively scheduled for 2018 and is expected to take two seasons to complete.

In 2016, Clark County will complete the construction of the NE 94th Avenue project, from Padden Parkway to NE 99th Street. The project will improve safety and mobility on Padden Parkway by adding acceleration lanes, so vehicles entering from NE 94th Avenue will have additional room for merging.

In 2015, Clark County coordinated with the county's legislative delegation to secure \$50 million in state funds, beginning in 2023, for rebuilding the NE 179th Street interchange on Interstate 5 and improving local roads. There is little capacity remaining in the NE 179th Street corridor near the freeway, and job-creating projects could be delayed due to inadequate infrastructure and a shortage of immediate funding.

In 2017, Clark County will begin construction on NE 10th Avenue between NE 154th Street and NE 164th Street. This project will widen and connect NE 10th Avenue along the west side of I-5, including building a bridge over Whipple Creek. This project will close a gap in the transportation grid, upgrade a substandard roadway, improve access to recreational facilities, provide an alternate route for emergency responders, construct bicycle and pedestrian facilities, create another access to the Clark County Fairgrounds for disaster

response and support Clark County's 20-year comprehensive plan and economic growth in the Discovery Corridor.

The county also will continue improving operations of more than 100 traffic signals, including a traffic signal optimization project in Orchards this year. Clark County embraces emerging technology to collect data and refine signal timing and coordination on busy corridors. The county is working collaboratively with neighboring cities and the state to promote signal interconnectivity and create a seamless system.

In addition, battery backups have been installed at more than half of county traffic signals so those signals will continue to operate normally for two hours during power failures. Battery backups allow traffic signals to operate for another eight hours in all-red flash mode during prolonged power failures.

Last year, Clark County demolished and replaced Fifth Plain Creek Bridge, on NE 88th Street near Proebstel. The previous bridge, which was built in 1933 and partially reconstructed in 1949, was the last wood support bridge owned by Clark County. It also was the only county-owned bridge classified as "structurally deficient," which means a bridge's condition or design has affected its ability to carry traffic.

Clark County will continue its proactive bridge program in 2016 with two projects:

- Replacing Cedar Creek Bridge on NE Etna Road, just south of the North Fork of the Lewis River in north Clark County. Cedar Creek Bridge was built in 1946 and is the fourth-oldest bridge among the 76 county-owned bridges. It also is one of two weight-restricted bridges owned by the county.
- Seismically retrofitting Brush Prairie Bridge, on NE 156th Street just east of Ne 102nd Avenue, along with installing countermeasures to prevent scour. Scour is a type of water erosion that can undermine bridge piers and abutments. Scour is the nation's most common cause of highway bridge failures.

Clark County also will continue its robust preservation program in 2016 to extend the life of county roads. The 2016-2021 Transportation Improvement Program envisions spending \$50 million on asphalt overlays, full depth reclamations and other preservative measures during the next six years.

This emphasis is grounded in common sense. An asphalt overlay can extend a road's life by 15 to 20 years. For every \$1 Clark County spends to preserve a road this year, it avoids spending 10 to 15 times that amount to rebuild the road in the future.

Heath Henderson, P.E.
Public Work Director/County Engineer
January 2016

PROGRAM DEVELOPMENT

PROCESS SUMMARY

The development of the Transportation Improvement Program (TIP) includes the following steps and processes:

Defining a Vision - Define the Board of County Councilor's vision and expectations and obtain endorsement for the TIP development process. Much of this vision has been defined in the 20-year Capital Facility Plan through the County Comprehensive Growth Plan.

Assembling a Project Team - Establish a project team with the resources to execute the TIP development plan.

Reviewing the Existing Program - Define successful elements of the previous TIP and potential areas for improvement.

* Identifying Applicable Projects - Establish an initial list of projects.

* Preparing an Evaluation Criteria - Create a clearly defined list of quantifiable and/or qualitative measures for project evaluation.

* Collecting Data - Prepare a scope, preliminary estimate, and graphic representation of each project. Provide supplementary data for evaluation criteria.

* Evaluating Projects - Measure and rank each project based upon evaluation criteria and supporting data.

Preparing a Draft Plan - Compile a working document for review and refinement.

Reviewing the Draft Plan - Acquire input and comments from stakeholders/participants.

Adopting the TIP - The Board of County Councilor's adopts the TIP through a public hearing process.

Assessing the Plan - Continual refinement and improvement of plan and development process.

* This step/process is executed approximately every 2-4 years (pending financial constraints).

PUBLIC INVOLVEMENT PROCESS

An important component of the Transportation Improvement Program is to inform the public about transportation projects in the community, which is accomplished throughout the year. Public involvement includes BOCC work sessions, community open houses, public hearings, SEPA's, presentations to neighborhood and business associations, a Web site, access to a current TIP in the Vancouver Community Library, news releases, and newspaper advertisements.

PROJECT IDENTIFICATION

Capital Improvement Projects

Projects within the Transportation Improvement Program (TIP) include new roadways, roadway widening, bridges, pavement preservation projects, landslide and culvert repairs, and pedestrian and bicycle facilities. With the exception of the ongoing programs, we currently identify new projects on a biennial cycle, concurrent with the public involvement process. With few exceptions, no capital improvement projects are considered without ample opportunity for public input.

Per RCW 36.81.121, the TIP must be consistent with the county's adopted Comprehensive Growth Plan. The 20-year Capital Facilities Plan (CFP) reflects transportation priorities in the Comprehensive Plan. As a result, the TIP must consider projects from the CFP. After including the CFP projects in the TIP priority array, there is little funding available for projects that are not included in the CFP.

Ongoing Programs

Ongoing Programs were established to fund specific categories of projects. While these are not major arterial corridor projects, they are important for citizens' safety or system integrity. These programs include:

- Advanced right-of-way purchases program.
- Bridge repair/rehabilitation improvement program.
- Road preservation program.
- Rural road improvement program.
- Sidewalk and Americans with Disabilities Act compliance program.
- Transportation safety improvement program.
- Urban development road program.

See the ongoing programs detail sheets section for descriptions of each of the ongoing programs.

Projects within the ongoing programs are brought forward by the Board of County Councilors, citizens, and staff members throughout the year as needs are identified. Safety and pedestrian projects considered for funding are generally taken from the Roadway Conditions Inventory Report and the Clark County Bicycle and Pedestrian Plan, which is updated biannually. Bridge improvement projects are ranked annually based upon standardized bridge criteria. Road preservation and rural road projects are identified through a ratings and inventory process. For more details on the Bridge Improvement Program, contact Jean Singer at 397-6118 ext. 4823 and for the Preservation/Rural Road Program, contact Karen Carlie at 397-6118 ext. 1678.

PROJECT EVALUATION SYSTEM

The TIP project ranking and evaluation system is usually reviewed and altered on a biennial cycle during even-numbered years, concurrent with the public involvement process, and applies only to the capital improvement projects. Occasionally, a project may bypass the ranking process due to an urgent/emergency situation or to develop a regionally significant project in conjunction with an adjoining agency (i.e. Washington State Department of Transportation or City of Vancouver). Bridge projects often bypass the ranking system as they are ranked and evaluated separately in the Bridge Improvement Program.

The evaluation system is designed to provide an objective means to evaluate projects and rank them accordingly. Listed below are the measurement criteria that form the basis of the evaluation system:

- Safety (considering both collision data and exposure measures).
- Comparison to the Arterial Atlas.
- Concurrency.
- Multimodal.
- Route connectivity.
- Environmental impacts.
- Public/agency support.
- Support for economic development.
- Leveraging of outside (non-county) funding.

Based upon the established evaluation criteria, a weighted scoring system measures and assigns a numbered rank to each project. The system recognizes safety, mobility, and future development potential as the most important considerations in the ranking of projects. The system is outlined on the following pages.

EVALUATION CRITERIA

Safety (Maximum Score = 30, Weight = 1)

The safety criteria consider two significant measures of safety for a potential project. The first measure, or *collision score*, assigns points to a project based on actual collision history. The second measure, referred to as the *exposure score*, quantifies the substandard conditions that the project is intended to address.

Collision History:

The collision index considers the accident rate and the critical accident rate within the limits of each project. The *accident rate* is the total number of accidents per million vehicles

traveling through the project area. The *critical accident rate* is the rate expected due to normal variation. The *collision index* is the ratio of the accident rate to the critical rate. An index greater than one indicates that the intersection or corridor experiences more collisions than expected under normal conditions.

Accident rates are calculated according to the type of project under consideration as follows (Note: ADT = Average Daily Traffic):

$$\text{Corridor Accident Rate} = \frac{\text{Total \# of Accidents} \times 10^6}{\text{Segment Length} \times \text{ADT} \times \text{Years} \times 365}$$

$$\text{Intersection Accident Rate} = \frac{\text{Total \# of Accidents} \times 10^6}{\text{ADT Entering} \times \text{Years} \times 365} \quad (\text{for intersection projects only})$$

The critical rate is calculated from the following formula:

$$\text{Critical Rate} = \bar{R} + k \times \sqrt{\frac{\bar{R}}{m} + \frac{1}{2 \times m}}$$

Where:

$$\bar{R} = 2.12 \text{ for segment}$$

$$\bar{R} = 0.80 \text{ for intersections}$$

$$k = 1.645 \text{ (constant)}$$

$$m = \text{ADT} \times \text{Years} \times 365 \times \text{Length} / 10^6$$

The collision index is then calculated:

$$\text{Collision Index} = \frac{\text{Accident Rate}}{\text{Critical Rate}}$$

Finally, interpolation from the following scale provides the collision portion of the safety score:

Collision Index	Collision Score
◇ equal to or greater than 1.8	65
◇ equal to 1.0	20
◇ equal to .5	10
◇ equal to 0	0

Exposure:

The exposure score is a summation of several measures regarding the existing conditions in the field. Once those conditions are measured, the score is modified by the exposure index to account for the number of vehicles actually exposed to those conditions.

Exposure Measure	Score
Existing Shoulder Widths:	
◇ Between 0 and 1 foot wide	5.0
◇ Between 1 and 2 feet wide	3.75
◇ Between 2 and 4 feet wide	2.50
◇ Between 4 and 8 feet wide	1.25
◇ Greater than 8 feet wide	0
Fixed Objects Adjacent to the Roadway (average number of objects per 100 feet of roadway):	
◇ 4 or more objects per 100 feet of roadway	5.0
◇ Between 3 and 4 objects per 100 feet of roadway	3.75
◇ Between 2 and 3 objects per 100 feet of roadway	2.50
◇ Between 1 and 2 objects per 100 feet of roadway	1.25
◇ 0 objects per 100-feet of roadway	0
Roadside Drop-off (distances from edge of roadway to bottom of hill, gully, etc.):	
◇ 30 feet and greater	5.0
◇ Between 20 and 30 feet	3.75
◇ Between 10 and 20 feet	2.50
◇ Between 1 and 10 feet	1.25
◇ Less than 1 foot	0
Bike Lanes (widths of existing bike lanes in urban area or shoulders in rural area; separated paths may be considered wider than actual):	
◇ Between 0 and 2.5 feet	5.0
◇ Between 2.5 and 4 feet	3.0
◇ Between 4 and 5 feet	1.0
◇ 5 feet or more	0
Sidewalks (existing sidewalks or walkways along project corridor):	
◇ No existing sidewalks (shoulders for rural projects)	5.0
◇ Some existing sidewalks (at least 65 percent)	2.50
◇ Existing sidewalks along full length of project	0
Pedestrian Safety:	
◇ Includes frontage to a school, park, or other high-volume source of pedestrian or bicycle use	5.0
◇ Directly serves a school or other high-volume source of pedestrian or bicycle use	3.0

Other Issues (horizontal/vertical alignment, sight distance, intersection alignment)

- ◇ Existing alignment, sight distance deficiencies 5.0
- ◇ No existing alignment, sight distance deficiencies 0

$$\text{Exposure Index} = \left(\frac{\text{AADT}}{1,000} \right) \leq 1.0 \quad (\text{maximum value of 1})$$

Exposure Score = Exposure Index X Sum of Exposures (maximum score = 35 points)

Raw Safety Score = Collision Score + Exposure Score (maximum score = 100 points)

There is a maximum of 100 points that a project can accrue from the eight elements in the safety category as previously shown (65 points for collision history and 35 points for exposure). Once a project has been scored against these elements and a score total has been derived, the project is assigned a final score for the safety criteria as follows:

$$\text{Final Safety Score} = \text{Safety Score} \times \left(\frac{30}{100} \right)$$

Comparison to County Arterial Atlas (Maximum Score = 5, Weight = 2)

Comparison of project's existing roadway section with the section specified in the County Arterial Atlas:

- ◇ Requires additional travel lanes 1
- ◇ Requires center/left-turn lane 2
- ◇ Requires sidewalks (shoulders for rural) 1
- ◇ Requires bike lanes (shoulders for rural) 1
- ◇ Other projects 0

Concurrency (Maximum Score = 10, Weight = 1)

Concurrency standards are measured in terms of "average travel speed" for corridors (measured by standards set forth in Chapter 12.41, transportation concurrency management system), and level of service (LOS) for intersections (LOS measured by standards set forth in the Highway Capacity Manual, with LOS E indicating failure):

- ◇ The project will improve one or more intersections of regional significance that are:
 - ◇ Failing 6
 - ◇ Within 10 percent of failing 4
- ◇ The project will improve an adopted concurrency corridor that is:
 - ◇ Failing (below the threshold corridor speed) 3
 - ◇ Within 3 mph of failing 2

- ◇ The project will improve conditions in an adopted transportation moratorium area 1
 - ◇ Does not address any concurrency or LOS concerns 0
- ◇ The project will improve critical transportation features within or immediately adjacent to a current or past urban holding area:
 - ◇ Significant improvements 4
 - ◇ Partial improvements 2

Multimodal (Maximum Score = 6, Weight = 1)

Transit or bike/pedestrian system improvements (note that addition of bike lanes and sidewalks is included in the “comparison to county Arterial Atlas” criteria above):

- ◇ Completes missing links in existing bike/pedestrian system 2
- ◇ Improves access to a Park & Ride facility 2
- ◇ Improves the operation of a C-TRAN route within project limits 2
- ◇ Improves trail connectivity (2006 adopted Regional Trail & Bikeway Systems Plan) 1

Route Connectivity (Maximum Score = 5, Weight = 2)

Project’s link with other arterial and collector routes:

- ◇ Project is linked to primary route (arterial or above) AND secondary route (collector) 3

OR
- ◇ Project links two primary routes 2

OR
- ◇ Project links two secondary routes 1
- ◇ Gap project 2
- ◇ Other projects 0

Environmental Mitigation (Maximum Score = 6, Weight = 1)

Based upon preliminary review by County staff, each project will be given a score of six and then points will be deducted, based on the following environmental impacts types (lowest possible score equals zero):

- ◇ No significant impacts anticipated 0
- ◇ Low category wetland impact (*roadside ditches, category 4 wetlands*) (3)
- ◇ Medium category wetland impact (*cumulative impacts/ category 2, 3 wetlands*) (4)
- ◇ High category wetland impact (*category 1 wetlands includes ESA impacts*) (5)
- ◇ Stream impact (*with or without wetland impact*) (2)

- ◇ Shoreline impact (*with or without wetland impact*) (1)
- ◇ Cultural/archeological/historical - low impacts 0
- ◇ Cultural/archeological/historical - medium impacts (1)
- ◇ Cultural/archeological/historical - high impacts (2)
- ◇ Wetland/habitat fragmentation impact (6)

Public and Outside Agency Support (Maximum Score = 2, Weight = 1)

- ◇ Supported by the Regional Transportation Council, State Transportation Plan, or surrounding cities 1
- ◇ Supported by the public (TIPIT, adopted neighborhood circulation plan) 1
- ◇ No known support by public or local agencies 0

Support for Economic Development (Maximum Score = 20, Weight = 1)

The number of potential future jobs used for scoring the projects is determined by the following:

1. The following property within one quarter-mile (0.25) of the project limits is determined using GIS data:
 - ◇ For vacant industrial property:

Vacant	≈ 6.75 jobs/gross acre
Underused	≈ 6.75 jobs/gross acre
Vacant critical	≈ 3.37 jobs/gross acre
Underused critical	≈ 3.37 jobs/gross acre
 - ◇ For commercial property:

Vacant	15 jobs/gross acre
Underused	15 jobs/gross acre
Vacant with critical	12 jobs/gross acre
2. The potential future jobs are calculated by multiplying the total acreage times the job per gross acre. Values for jobs per gross acre (shown above) are based on adopted land use planning criteria for Clark County. Those values take into account loss of land to infrastructure and environmental constraints.
3. The potential future number of jobs in the area is then used to determine the score.
 - ◇ Improves access to or is within the priority adopted focused public investment areas: 10
 - ◇ Potential future industrial jobs within one quarter-mile of project:
 - ◇ 450 or more 7
 - ◇ 350 to 449 5
 - ◇ 250 to 349 3

◇ 140 to 249	1
◇ Potential future commercial jobs within one quarter-mile of project:	
◇ 1300 or more	3
◇ 700 to 1299	2
◇ 300 to 699	1
◇ Other projects	0

Leveraging of Non-County Funding (Maximum Score = 6, Weight = 1)

State/federal grant sources, regional, municipal, or other non-county funds:

◇ 50% outside funds available	6
◇ 40% outside funds available	5
◇ 30% outside funds available	4
◇ 20% outside funds available	3
◇ 10% outside funds available	2
◇ No funds committed	0

The scores within each criterion are multiplied by the weighting factor to give a total score for the criteria. The sum of the nine criteria scores result in a total score and ranking for the project. Refer to the attached priority array for project specific scoring and ranking information.

The outcome of the scoring/ranking process defines the priority for each project. The resulting priority array is used as the starting point to decide which projects are funded in the next six years.

In past years, there was concern expressed as to the rationale for evaluating and ranking projects that are currently under way. The concern is that these projects have previously been evaluated and targeted for completion, thereby obligating the county to finish the project. To address this issue, the TIPIT recommended removing these projects from the ranking order.

To separate those projects, an "obligated" category was created. If a project has 10 percent or greater of its total projected cost already expended, the project is considered to be one that the county is committed to completing. The project is assigned an "obligated" status and not re-ranked. However, spending 10 percent or more of a project's budget generally indicates that, at a minimum, the engineering is well under way and the project has entered the right-of-way phase.

Obligated capital projects are listed alphabetically and assigned a letter in that order. The assigned letter does not indicate priority in any way.

PROGRAMMING CONSIDERATIONS

After establishing the priority array, available program dollars are assigned to projects with consideration to the following:

- Available grant funds.
- Available TIF funds.
- The priority array.
- Board of Councilors' special projects.
- Regional transportation priorities.

The six-year program matrix displays only those projects that have funding in at least one phase of the project during the next six years.

TITLE VI AND VII COMPLIANCE

Clark County operating policies reflect official commitment that there shall be opportunity, free from discrimination, for all persons. The policy refers to employment, the provision of all county services, and services of its contractors. The county's practices of non-discrimination are consistent with Title VI and VII of the 1964 Civil Rights Act, as amended.

Federal and state grants require that the county, its contractors, subcontractors, and other sub recipients who receive federal funds actively ensure non-discrimination in all of their programs and activities. These obligations apply even if those other programs and activities are not federally funded. It is county policy to give all bidders an equal opportunity to bid and compete on equal terms. Disadvantaged Business Enterprises (DBE) are encouraged to respond to every applicable contracting opportunity. The county will ensure all businesses the opportunity to participate in the county's purchasing processes, fairly and competitively. If you have questions about the federal funding process, you are encouraged to contact the Public Works Department at (360) 397-6118. Questions concerning the county's procurement procedures or policies should be directed to the Purchasing Division at (360) 397-2323. Information is also available on the county's website: www.clark.wa.gov.

FINANCIAL ANALYSIS

There are several funding sources available for engineering/design, right-of-way land purchases, and construction of transportation improvements. The Clark County Road Fund provides the principal source of dollars and leverages grants and developer funds. This local money is supplemented by federal and state dollars administered through different agencies. Below is a brief description of available funds, along with an explanation of projected revenues from each source (see figure 2 on page 21 for percentage of program funded by the various grants over 6-years).

FEDERAL FUNDING SOURCES:

The federal gas tax and other transportation fees and taxes are the major federal revenue sources for transportation funding. On December 4, 2015, the President signed into law the Fixing America's Surface Transportation Act (FAST) officially replacing MAP-21. It is important to note there are no programmatic changes in the FACT act FAST is a five year surface transportation authorization bill which will provide spending levels for FY2016–FY2020.

The former bill, Moving Ahead for Progress in the 21st Century Act (MAP-21) provided funding for fiscal years 2013, 2014, and 2015. MAP-21 incorporated performance measures to provide a more efficient investment of federal transportation funds and restructured core transportation programs. This document includes a brief description of FAST Program. The only programs that are included in this document are funding sources that Clark County qualifies for.

National Highway Performance Program: The FAST Program focuses on preserving the pavements and bridges of the National Highway System. The program consolidates the Interstate Maintenance, National Highway System, and Highway Bridge Programs.

1. **National Highway System (NHS):** The National Highway System consists of major roads in the U.S. including the interstate system, other routes identified for their strategic defense characteristics, routes providing access to major ports, airports, public transportation and intermodal transportation facilities, and selected principal arterials. Funding in this category may be used for a wide variety of projects. The State selects projects for funding.

Bridges located on the interstate or the National Highway System are eligible for funding under the National Highway Performance Program. Bridges that are not located on the federal-aid system are provided a separate set-aside in the Surface Transportation Program. However, that leaves the majority of the local agency bridges on the federal-aid system without dedicated funding. Therefore, in Washington, the Steering Committee created a set-aside for a local bridge program.

Surface Transportation Program (STP): Under FAST, 50% of STP funds must be sub-allocated by population for regional competitive project selection. Off-System Bridges are funded through this program. STP consists of a block grant type funding program for use by states and localities for functionally classified roads above urban local or rural minor collector. These programs include:

- **STP-Urban:** Formula allocation to the Clark County Transportation Management Area based on the population of the Vancouver Urban Area.
- **STP-Rural:** Formula allocation for projects outside the Urban Areas.

Projects funded by the Surface Transportation Program are selected by the Regional Transportation Council (RTC)/Metropolitan Planning Organization (MPO). Clark County was awarded \$3.4 million to construct NE 94th Avenue (Padden Parkway to NE 99th Street) and \$2 million to design and construction NE 119th Street (NE 50th Avenue to NE 72nd Avenue). Carty Road Reconstruction received \$1.3 million in STP-Rural.

Congestion Mitigation and Air Quality (CMAQ): The CMAQ Improvement Program provides funding for projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide (CO), and particulate matter (PM-10, PM-2.5) which reduce transportation related emissions. RTC selects projects for funding through a competitive process. The County was awarded \$0.92 million to fund the Working to Refine IntelliGent Highway Transportation (WRIGHT). WRIGHT adds Adaptive Signal Systems on NE 139th Street. In the past, CMAQ funding supported approximately \$7.8 million over several years to improve traffic signal systems in the Barberton, Hazel Dell/Felida and Orchards area; and along Padden Parkway, Andresen Road, NE 78th Street, NE 99th Street and Highway 99.

Highway Safety Improvement Program (HSIP): FAST retained the Highway Safety Improvement Program. This program under MAP-21 (FAST will follow suite) began in FY 2006 to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. States are required to develop and implement a strategic highway safety plan and submit annual reports describing at least 5% of the State's most hazardous locations, progress in implementing projects and their effectiveness in reducing fatalities and injuries. Available programs include: 1) Railway/Highway Crossing, 2) Intersection and Corridor Safety, 3) Rural County Two-Lane Roadway. There is no 2016 call for projects. However, last year, \$1.9 million was awarded to upgrade guardrail systems along Hayes, Washougal River Road, and Lockwood Creek Roads.

Transportation Alternatives: The TAP funds are allocated to RTC for the Clark, Skamania, and Klickitat County region, with varying amounts being allocated to U.S. Census defined urban and rural areas. The TAP program is used for community improvement such as pedestrian and bicycle facilities, viewing areas, and other qualify activities. Recently, TAP funding in the amount of \$200,000 was awarded to support the Highway 99 Pedestrian/Bicycle Improvements project.

Safe Routes to School Program: This program seeks to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development, and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. The Highway 99 Pedestrian/Bicycle Improvements project was awarded State Ped/Bike funding of \$335,000.

Federal Lands Access Program (FLAP): The Federal Lands Access Program (Access Program) was established in 23 U.S.C. 204 to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The Access Program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. The program is designed to provide flexibility for a wide range of transportation projects in the 50 States, the District of Columbia, and Puerto Rico.

The Access Program is funded by contract authority from the Highway Trust Fund. Funds are subject to the overall Federal-aid obligation limitation. Funds will be allocated among the States using a new statutory formula based on road mileage, number of bridges, land area, and visitation. FLAP is providing funds to deliver the Main Avenue Access Improvement project which is approximately a half of milesidewalk/pedestrian trail. It is located at the north end of the Ridgefield City Limits and extends to the National Wildlife Refuge. This is a partnership project with Clark County, City of Ridgefield, Western Federal Lands and the National Wildlife Refuge. Western Federal Lands will deliver the project while Clark County and City of Ridgefield are providing match. Last year, NE Sunset Falls Road Pavement Rehabilitation was awarded just under \$2.5 million of FLAP funds.

Projects of National and Regional Significance (PNRS): The Projects of National and Regional Significance Program provides funding for high cost projects of national or regional importance. Projects are selected at the federal level.

STATE FUNDING SOURCES

In the State of Washington, the state motor vehicle fuel tax (MVFT), currently 37.5 cents/gallon, is shared among the cities, counties and the state Department of Transportation. This includes a dedication of a portion of the MVFT to grant programs managed by the Transportation Improvement Board (TIB) and the County Road Administration Board (CRAB).

Transportation Improvement Board (TIB) funds: The Washington State Legislature created the Transportation Improvement Board (TIB) to foster state investment in quality local transportation projects. TIB is an independent state agency that distributes and manages street construction and maintenance grants to 320 cities and urban counties throughout Washington State. The funding for TIB's grant programs come from revenue

generated by three cents of the statewide gas tax. The TIB requires multi-agency planning and coordination and public/private cooperation to further the goal of achieving a balanced transportation system in Washington.

Projects are reviewed and scored in TIB-defined category bands including Safety, Growth and Development, Physical Condition, and Mobility to determine funding. Clark County qualifies to participate in the following two TIB programs:

- **Urban Arterial Program (UAP):** In order to qualify for UAP funding, projects must be consistent with state, regional and local transportation plans. The local match requirement is determined by its road levy valuation, currently 20% for Clark County. Minimum local match ranges from 10 to 40 percent. Eligible agencies are counties with urban unincorporated arterials and cities with a population of five thousand or greater. Funds are distributed across five regions based on arterial lane miles and population. In the past few years, the intersection at NE 99th Street/SR-503 received approximately \$2.4 million. Also, the NE 119th Street/NE 72nd Avenue project was awarded \$2.25 million for intersection improvements.
- **Urban Sidewalk Program (SP):** The purpose of the program is to enhance and promote pedestrian mobility by providing funding for pedestrian projects that provide access and connectivity of pedestrian facilities. The selection criteria include safety, pedestrian generators, convenience, public acceptance, and project cost. Last year, Clark County was awarded \$250,000 to construct pedestrian/bicycle improvements along Highway 99 between NE 63rd Street to NE 78th Street.

County Road Administration Board (CRAB) funds: CRAB was created by the Legislature in 1965 to provide statutory oversight of Washington's 39 county road departments. The agency is funded from the portion of the counties' fuel tax that is withheld for state supervision and from a small portion of the two grant programs that the agency administers. The board establishes and maintains "standards of good practice" to guide and ensure consistency and professional management of county road departments in the state of Washington.

- **Rural Arterial Program (RAP):** In 1983, the legislature created the program to help finance the reconstruction of rural arterial roads. The program is funded with 0.58 cents of the Motor Vehicle Fuel Tax (MVFT). That level of funding generates approximately \$40 million per biennium. Carty Road Reconstruction (NE 10th Avenue to NW Hillhurst Road), NE Manley Road (NE 245th Street to NE 82nd Avenue), and NE Blair Road (NE 19th Street to NE Washougal River Road) have all received RAP funding within the past few years, which amounted to approximately \$1.6M.

- **County Arterial Preservation Program (CAPP):** In 1990, the legislature created a second grant program to be administered by CRAB. Similar to the Department of Transportation's Highway Preservation Program, CAPP is designed to assist counties in preserving their existing paved arterial road networks. The program is funded with 0.45 cents of the Motor Vehicle Fuel Tax (MVFT), which generates approximately \$30 million per biennium. Clark County receives approximately \$738,000 per year in CAPP funds.

Public Works Trust Fund (PWTF) funds: The Public Works Board was created by the 1985 Legislature. The board is comprised of local government officials, special purpose district representatives, and private sector members. The mission of the Washington State Public Works Board is "to assist Washington's local governments and private water systems in meeting their public works needs to sustain livable communities." The board is authorized to loan money to counties, cities, and special purpose districts to repair, replace, or create domestic water systems, sanitary sewer systems, storm water systems, roads, streets, solid waste and recycling facilities, and bridges. The Public Works Board offers the following programs, subject to annual approval of funding by the Washington State Legislature:

Public Works Trust Fund (PWTF) Construction Loan Program: The PWTF Construction Loan Program provides funds to repair, replace, or create a facility. These loans have a 20-year term with interest now at market rates. The maximum for any agency is \$20 million dollars per biennium.

Public Works Trust Fund (PWTF) Pre-Construction Loan Program: The PWTF Pre-construction Loan Program provides funds for right-of-way acquisition, design, engineering, permit acquisition, environmental review, and public notification. These loans have a five-year term, with an interest rate as low as 0.5 percent. The maximum for any agency is \$1 million per biennium.

LOCAL FUNDING SOURCES

Local funding sources include funds that are not administered through State or Federal agencies. These funds are achieved through taxes, private contributions, and other revenues.

Clark County Road Fund (CRF): The funds are established through county property tax, gas tax, and other revenues. By state law, 0.5 percent of the annual gas tax allocation (or approximately \$32,000 per year) must be used for special projects, such as bikeways. The County Road Fund is comprised of various sources of revenue as shown by percentage in Figure 1 (page 21).

Traffic Impact Fee (TIF): New developments and re-developments are assessed TIFs, based on their impact on the transportation system. To be eligible for TIF funding, a project must be contained in the Traffic Impact Fee Program Technical Document that was revised

and adopted on September 25, 2007 (ordinance number 2007-09-14). The technical document defines the TIF areas and the allowable funding amounts for each project.

Road Improvement District (RID): RIDs are special projects which are funded by those properties benefiting from the improvement. The county will build the project, using revenue bonds from the RID participants. The 2016-21 TIP does not project any revenues from RIDs. Clark County will pursue a road improvement district if a project is applicable and the adjacent property owners express an interest in the program.

Frontage Improvement Agreements (Private): A developer may enter into a frontage improvement agreement with the county where the developer pays the county for improvements along their road frontage. Most developments are required to construct frontage improvements (i.e. travel lanes, bike lanes, sidewalks, drainage, curb and gutter, and signal/intersection improvements) in cases where the development abuts a proposed road improvement project. It is often beneficial for the county to construct the improvements as part of the capital project.

Private/Latecomers (Private): According to state law and Clark County Code 12.36, new developments and re-developments may be charged "latecomer fees" by the county for improvements that would have been required as a part of the development, but are scheduled to be constructed by the county. These latecomer fees are collected as a reimbursement to the county for that expense. Most projects shown on the six-year program matrix are considered eligible for latecomer reimbursement.

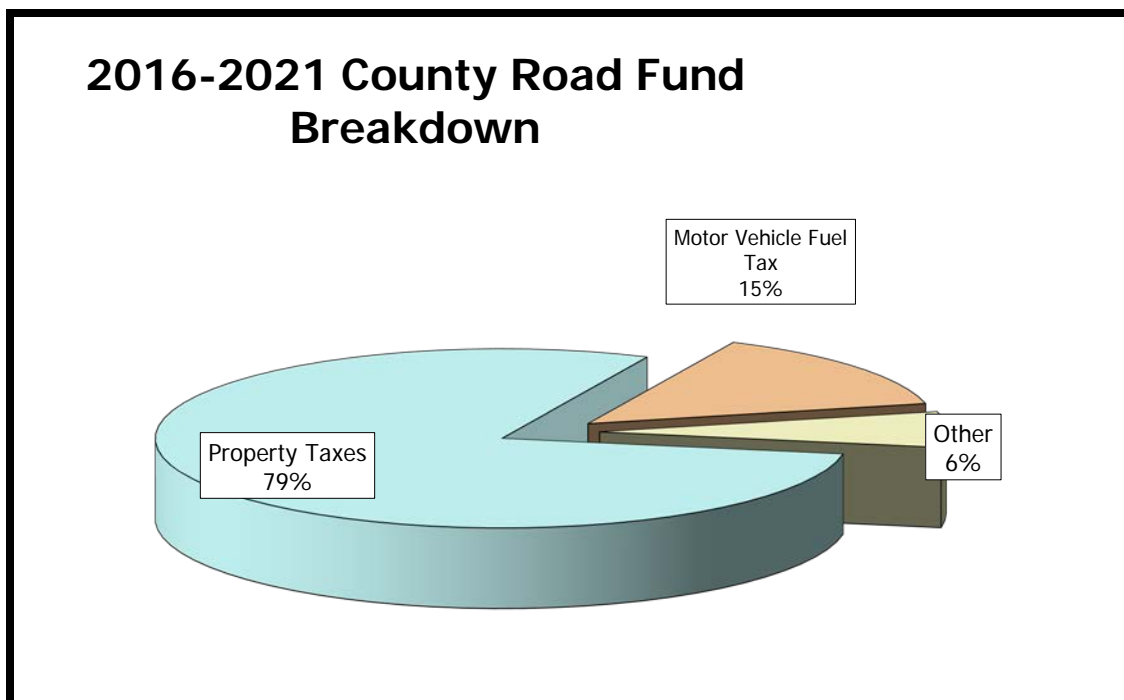


Figure 1

TIP EXPENDITURES

The expenditures in the 2016-2021 Transportation Improvement Program are from a combination of the sources discussed in prior pages. Figure 2 indicates the percentage each source contributes to the six-year TIP. The Clark County Road Fund accounts for over half of the TIP expenditures, with various grants and traffic impact fees covering remaining costs. Improving safety, capacity, and mobility is the focus of the program. It is important to note that all projects include aspects of safety, economic development, and mobility. Projects generally must include benefits to at least two of those three categories to score highly on the TIP. Figure 3 shows the 2016 annual construction program by project phase.

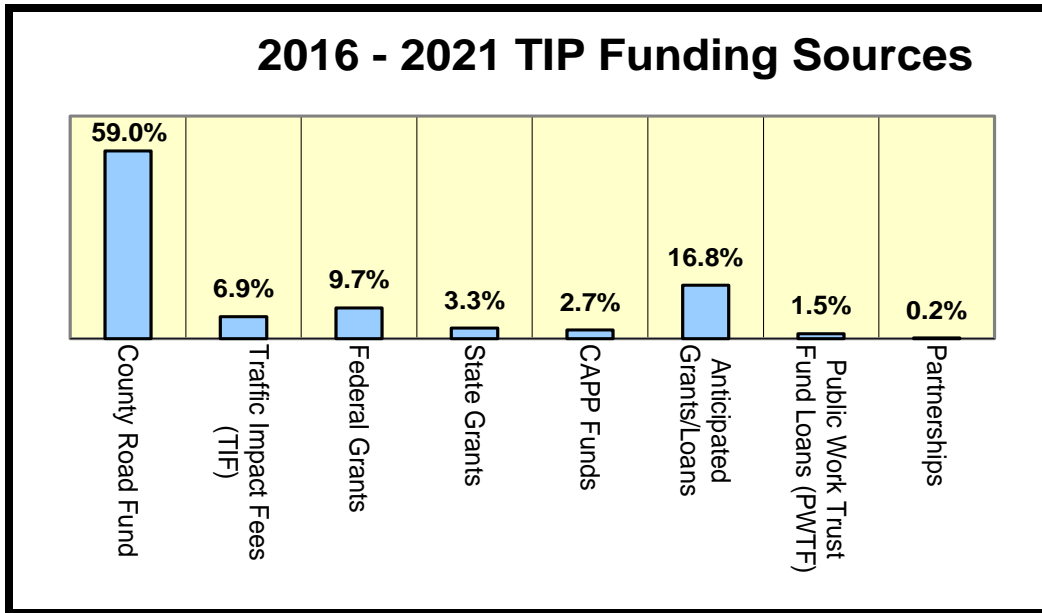


Figure 2

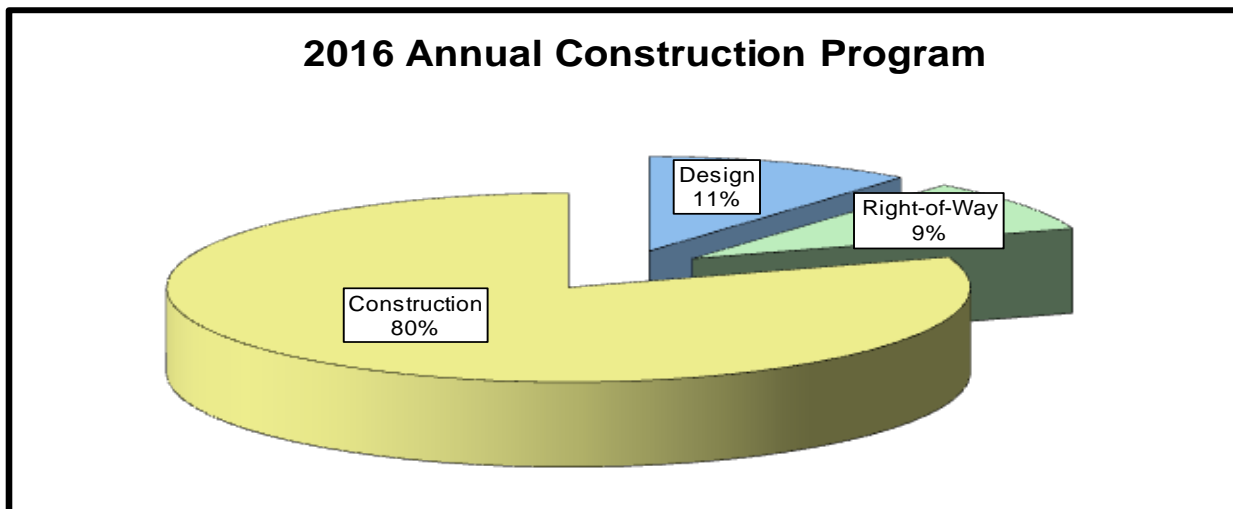


Figure 3

REASONABLY FUNDED PROJECTS

"Reasonably Funded" projects are defined based on ordinance 2007-09-12, adopted September 25, 2007 by the Board of Commissioners:

"Any improvements being implemented as part of the county's transportation improvement program that are reasonably funded and scheduled for completion of construction within six (6) years of the final date for a decision upon the development application."

These projects include the following:

<u>Improvement Projects</u>	<u>TIP Priority</u>
• NE 119 th Street (NE 72 nd Avenue to NE 87 th Avenue)	B
• NE 94 th Avenue (NE Padden to NE 99 th Street)	C
• VAST: Orchards TSO (NE 55 th Avenue to NE Ward Road)	D
• NE 47 th Avenue / NE 78 th Street Intersection	CO
• NE 99 th Street / SR-503 Intersection (Urban Ongoing Program)	NA

**2016 - 2021 Transportation Improvement Program
Project Ranking and Evaluation System (Priority Array)**

Project Rank	Project Name	Safety (30)	Comparison to Atlas (10)	Concurrency (10)	Multimodal (6)	Route Connectivity (10)	Environmental Mitigation (6)	Public and Outside Agency Support (2)	Economic Development (20)	Leverage of Non-County Funding (6)	Total (100)
1	NE 119th Street (NE 50th Avenue - NE 72nd Avenue)	26.25	8.00	4.00	1.00	6.00	0.00	0.00	12.00	0.00	57.25
2	NE Highway 99 (NE 99th Street - NE 119th Street)	22.95	8.00	6.00	2.00	4.00	0.00	2.00	11.00	0.00	55.95
3	NE 10th Avenue (NE 149th Street - NE 154th Street)	7.59	10.00	10.00	1.00	10.00	1.00	1.00	13.00	0.00	53.59
4	NE 99th Street (NE 94th Avenue - NE 117th Avenue (SR-503))	23.25	6.00	8.00	1.00	6.00	5.00	0.00	1.00	0.00	50.25
5	NE 179th Street (NE Delfel Road - NE 15th Avenue)	16.99	10.00	0.00	2.00	4.00	0.00	0.00	12.00	4.00	48.99
6	NE 119th Street (NE 87th Avenue - NE 112th Avenue)	9.97	10.00	4.00	1.00	6.00	2.00	1.00	12.00	0.00	45.97
7	NE 15th Avenue (NE 179th Street - NE 10th Avenue)	8.87	8.00	4.00	1.00	4.00	0.00	1.00	19.00	0.00	45.87
8	NE Salmon Creek Avenue Realignment (WSUV Entrance - West of NE 50th Avenue)	24.27	8.00	2.00	1.00	6.00	0.00	0.00	0.00	0.00	41.27
9	NE 72nd Avenue (NE 122nd Street - NE 133rd Street)	23.25	8.00	2.00	0.00	0.00	1.00	1.00	2.00	0.00	37.25
10	NE Ward Road (NE 88th Street - NE 172nd Avenue)	12.52	10.00	4.00	1.00	0.00	0.00	0.00	0.00	0.00	27.52
11	NE 199th Street at NE 72nd Avenue (Intersection Improvement)	9.42	8.00	0.00	0.00	4.00	2.00	0.00	0.00	0.00	23.42
12	NE 72nd Avenue (NE 133rd Street - NE 179th Street)	8.54	0.00	2.00	0.00	6.00	0.00	0.00	0.00	0.00	16.54
13	NE 72nd Avenue (NE 179th Street - NE 219th Street)	9.04	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	11.04

The 2016 Priority Array includes most projects listed in the financially constrained, 20-year Capital Facilities Plan (CFP). Many projects from previous Priority Arrays have, and will be completed in the Ongoing Programs (Safety, Rural Road, Pavement Preservation, Urban Development Roads) as funding becomes available.

ANNUAL CONSTRUCTION PROGRAM FOR 2016

(7) TYPE OF WORK CODES

A. GRADING DRAINAGE G. TRAFFIC FACILITIES
 B. BASE TOP COURSE H. PATHS, TRAILS, BIKEWAYS
 C. BITUM SURF TREATMENT I. BRIDGES
 D. AC/PCC PAVEMENT J. FERRY FACILITIES
 E. CRUBS GUTTERS K. ENVIRONMENTAL MITIGATION
 F. SIDEWALKS L. FISH PASSAGE

COUNTY FORCES COMPUTATION

(A) TOTAL CONSTRUCTION PROGRAM (Columns 14 + 15 + 16) \$30,443
 (B) COMPUTED COUNTY FORCES LIMIT \$3,397
 (C) TOTAL COUNTY FORCES CONST. PROGRAM (Column 16) \$294

CLARK COUNTY

Current Population: 451,008
 Date Recommended Program Submitted: 10/13/2015
 Date of Environmental Assessment: 10/19/2015
 Date of Final Adoption: 11/10/2015
 Ordinance/Resolution Number: 2015-11-03

LINE (C) MUST BE SMALLER THAN LINE (B)

Environmental Assessment: S = Significant I = Insignificant E = Exempt

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17							
																	Source of Funds (\$1,000's)		Estimated Expenditures (\$1,000's)				
																	County	Other Funds	PE	ROW	CE	Construction	
																		Source (Amount)				Contract	County Forces
Improvement Projects																							
1	A	41471	NE 10th Avenue (NE 154th Street - NE 164th Street) Project #: 370922	0.56	17	ABDEFGHI KL	S	0	PWTF (1,281)	400	881	0	0	0	0	1,281							
2	B	94100	NE 119th Street (NE 72nd Avenue - NE 87th Avenue) Project #: 390722	1.78	17	ABDEFGHK L	S	4,023	TIF (1,100), UAP (462)	0	0	319	5,258	8	0	5,585							
3	C	22753	NE 94th Avenue (NE Padden Parkway - NE 99th Street) Project #: 350822	0.80	16	ABDEFGHK	I	867	TIF (318), STP-TMA (2,700), UAP (512)	0	0	589	3,728	80	0	4,397							
4	D	22460	VAST: Orchards TSO (NE 55th Avenue - NE Ward Road) Project #: 332822	11.75	16	BD	E	1,100	TIF (45), CMAQ (2,451)	0	0	465	3,099	32	0	3,596							
5	E	NA	Miscellaneous Projects (Various Locations) Project #: TBD	NA	NA	ABDEFGHI JKL	E	100	0	0	0	38	47	15	0	100							
6	1	94100	NE 119th Street (NE 50th Avenue - NE 72nd Avenue) Project #: 333122	0.64	17	ABDEFGHK	I	534	STP-TMA (132)	152	514	0	0	0	0	666							
7	2	91110	NE Highway 99 (NE 99th Street - NE 119th Street) Project #: 351022	0.44	14	ABDEFGHK	I	20	TIF (107), STP-TMA (61)	88	100	0	0	0	0	188							
8	3	41150	NE 10th Avenue (NE 149th Street - NE 154th Street) Project #: 323322	0.34	17	ABDEFK	I	20	TIF (20)	40	0	0	0	0	0	40							
9	4	23940	NE 99th Street (NE 94th Avenue - NE 117th Avenue (SR-503)) Project #: 350722	1.10	16	ABDEFGHK	S	200	0	200	0	0	0	0	0	200							
10	5	94300	NE 179th Street (NE Delfel Road - NE 15th Avenue) Project #: 390222	0.50	14	ABDEFG	I	50	Developer (50)	100	0	0	0	0	0	100							
11	6	94100	NE 119th Street (NE 87th Avenue - NE 112th Avenue) Project #: 342422	1.33	17	ABDFEFGH K	I	132	TIF (163)	214	81	0	0	0	0	295							
12	7	43110	NE 15th Avenue (NE 179th Street - NE 10th Avenue) Project #: TBD	0.75	16	ABDEFGH	S	5	0	5	0	0	0	0	0	5							
13	8	94130	NE Salmon Creek Avenue (WSUV Entrance - West of NE 50th Avenue) Project #: 351522	1.03	16	ABFEFGHK	S	5	0	5	0	0	0	0	0	5							

TIF = Traffic Impact Fees
 PWTF = Public Works Trust Fund Loan

State Funds = TIB: UCP, SP, UAP. CRAB: RAP, CAPP, Ped/Bike
 Federal Funds = STP-TMA, STP-R, CMAQ, HSP-HRRP, BRAC, TAP, FLAP

ANNUAL CONSTRUCTION PROGRAM FOR 2016 Continued

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
Item No.	6YR Rank	Road Log No.	ROAD/PROJECT NAME AND LOCATION (Termini description or MP's; Bridge#)	Project Length (miles)	Func. Class	Work Code(s)	Environ. Assessmt.	Source of Funds (\$1,000's)		Estimated Expenditures (\$1,000's)					Total		
								County	Other Funds Source (Amount)	PE	ROW	CE	Construction				
													Contract	County Forces			
Improvement Projects																	
14	9	91250	NE 72nd Avenue (NE 122nd Street - NE 133rd Street) Project #: TBD	0.70	16	ABDEF	I	30	0		30	0	0	0	0	30	
Total - Improvement Projects								7,086	9,402		1,234	1,576	1,411	12,132	135	16,488	
Carry Over Projects																	
15	CO	21530	NE 47th Avenue/ NE 78th Street (Intersection Improvement) Project #: 323222	0.02	19	ABDEFK	I	100	0		0	0	11	86	3	100	
Total - Carry Over Projects								100	0		0	0	11	86	3	100	
Ongoing Programs																	
16	NA	NA	Advanced Right-Of-Way Program (Various Locations) Project #: 323911	NA	NA	NA	I	10	0		0	10	0	0	0	10	
Total Ongoing Programs - Advanced Right-Of-Way Program								10	0		0	10	0	0	0	0	10
17	NA	NA	Bridge Repair/Rehab Improvement Program (Various Locations) Project #: TBD	NA	NA	ABDEFGHK	S	1,902	TIF(226), BRAC(492)		124	0	355	2,121	20	2,620	
<ul style="list-style-type: none"> • Big Tree Creek Bridge #120 Preventative Maintenance - (NE Lucia Falls Road at S of Sunset Falls) - Project #: 330022 • Brush Prairie Bridge #201 Preventative Maintenance - (NE 156th Street at NE 102nd Avenue) - Project #: 332322 • Fifth Plain Creek Bridge #230 Replacement - (NE 88th Street at E. of NE Ward Road) - Project #: 332422 • Van Atta Bridge #275 Preventative Maintenance - (NE 112th Avenue at N. of NE 156th Street) - Project #: 332522 • Cedar Creek Bridge #65 Replacement - (NE Etna Road at Cedar Creek) - Project #: 380622 																	
Total Ongoing Programs - Bridge Repair/Rehab Improvement Program								1,902	718		124	0	355	2,121	20	2,620	
18	NA	NA	Road Preservation Program (Various Locations) Project #: TBD	NA	NA	ABCDGKL	E	6,391	FLAP(600),RAP(156),STP-R(1,060),CAPP(738)		311	26	1,900	6,687	21	8,945	
<ul style="list-style-type: none"> • Carty Road Reconstruction - (NE 10th Avenue - NW Hillhurst Road) - Project #: 322112 • NE Blair Road - (NE 19th Street - NE Washougal River Road) - Project #: 322212 • NE Sunset Falls Road Pavement Rehabilitation - (Dole Valley Road - Sunset Campground) - Project #: 333312 • 2015 HMA Overlays - (Various locations) - Project #: 342322 • 2016 HMA Overlays - (Various Locations) - Project #: 352522 • NE 299th Street - (NE 82nd Avenue - SR-503) - Project #: TBD • Culverts and Slides - (Various locations) - Project #: TBD 																	
Total Ongoing Programs - Road Preservation Program								6,391	2,554		311	26	1,900	6,687	21	8,945	
19	NA	NA	Rural Road Improvement Program (Various locations) Project #: TBD	NA	NA	ABCDEKL	I	498	RAP(206)		403	140	139	22	0	704	
<ul style="list-style-type: none"> • NE Manley Road - (NE 244th Street - NE 82nd Avenue) - Project #: 322012 • Sara Junction Slope Stabilization - Phase 2 - (NW 41st Street - South of NE 179th Street) - Project #: 333522 • Borin Culvert Replacement - (Borin at Winkler Creek) - Project #: 352412 																	

ANNUAL CONSTRUCTION PROGRAM FOR 2016 Continued

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
Item No.	6YR Rank	Road Log No.	ROAD/PROJECT NAME AND LOCATION (Termini description or MP's; Bridge#)	Project Length (miles)	Func. Class	Work Code(s)	Environ. Assessmt.	Source of Funds (\$1,000's)		Estimated Expenditures (\$1,000's)					Total		
								County	Other Funds Source (Amount)	PE	ROW	CE	Construction				
													Contract	County Forces			
Ongoing Programs																	
• Landslide Monitoring - (Various locations) - Project #: 381012																	
Total Ongoing Programs - Rural Road Improvement Program								498	206	403	140	139	22	0	704		
20	NA	NA	Sidewalks and ADA Compliance Program (Various locations) Project #: 300111	NA	NA	ABDEFH	I	3,067	CMAQ(100),Ped/Bike (390),TAP(72),UR-SP(10)	564	683	614	1,766	12		3,639	
<ul style="list-style-type: none"> • ADA Compliance Program - (Various locations) - Project #: 313111 • Salmon Creek Avenue Multi-Use Pathway - (WSUV Entrance - Pleasant Valley Park) - Project #: 333022 • 2015 ADA Ramps - (Various locations) - Project #: 342022 • Highway 99 Pedestrian/Bicycle Improvements - (NE 63rd Street - NE 78th Street) - Project #: 351322 • 2016 ADA Improvements - (Various Locations) - Project #: 351722 • NE 107th Avenue Sidewalk - (NE Covington Road - NE 76th Street) - Project #: 351822 • NE 131st Avenue Sidewalk - (NE Fourth Plain Road - NE 76th Street) - Project #: 351912 • Main Avenue Access Improvements - (Ridgefield City Limits - National Wildlife Refuge) - Project #: 352322 • NE 58th Street Sidewalk - (NE 59th Avenue - NE Andresen Road) - Project #: 352622 • 2017 ADA Improvements - (Various Locations) - Project #: TBD 																	
Total Ongoing Programs - Sidewalks and ADA Compliance Program								3,067	572	564	683	614	1,766	12	3,639		
21	NA	NA	Transportation Safety Improvements Program (Various locations) Project #: 314122	NA	NA	ABDEFG	I	1,775	AID(20),CMAQ (1,104),HSIP-HRRP(675), Partnership(82)	855	0	911	1,790	100		3,656	
<ul style="list-style-type: none"> • TSMO Corridor Improvement- Phase 2 - (Various locations) - Project #: 313722 • NE Salmon Creek Avenue Traffic Signal - (at NE 119th Street) - Project #: 332922 • VAST: Highway 99 Traffic Responsive Incident Management - (NE Ross Road - NE 134th St) - Project #: 340022 • Washougal River and Lockwood Creek Roads Safety Improvements - (Various locations) - Project #: 351622 • 2014 Guardrail and Bridge Rail Retrofit - (Various Locations) - Project #: 352022 • Signal, Timing, Evaluation, Verification, and Enhancement - (Various locations) - Project #: 352122 • 2015 Guardrail and Bridgerail - (Various Locations) - Project #: 352722 • Hayes Road N&S Safety Improvements - (NW 403rd Street - NE 12th Avenue) - Project #: 352822 • 2016 Guardrail and Bridgerail - (Various Locations) - Project #: TBD • Working to Refine IntelliGent Highway Transportation (WRIGHT) - (NE 20th Avenue - NW 2nd Ave) - Project #: TBD • Adaptive Signal Project - (Various locations) - Project #: TBD 																	
Total Ongoing Programs - Transportation Safety Improvements Program								1,775	1,881	855	0	911	1,790	100	3,656		

ANNUAL CONSTRUCTION PROGRAM FOR 2016 Continued

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Item No.	6YR Rank	Road Log No.	ROAD/PROJECT NAME AND LOCATION (Termini description or MP's; Bridge#)	Project Length (miles)	Func. Class	Work Code(s)	Environ. Assessmt.	Source of Funds (\$1,000's)		Estimated Expenditures (\$1,000's)					Total	
								County	Other Funds	PE	ROW	CE	Construction			
									Source (Amount)				Contract	County Forces		
Ongoing Programs																
22	NA	NA	Urban Development Road Program (Various Locations) Project #: TBD	NA	NA	ABDEFGHK L	E	1,213	TIF(70), UCP(512)		603	985	37	167	3	1,795
			<ul style="list-style-type: none"> • NE 47th Avenue - (NE 68th Street - NE 78th Street) - Project #: 313822 • NE 40th Avenue - (NE 63rd Street - Railroad Crossing) - Project #: 323522 • Rye E/W Connector - (NE 40th Avenue - NE 47th Avenue) - Project #: 352222 • NE 99th Street/ SR-503 - (Intersection Improvement) - Project #: 390822 													
								Total Ongoing Programs - Urban Development Road Program	1,213	582	603	985	37	167	3	1,795
								Total - Ongoing Programs	14,856	6,513	2,860	1,844	3,956	12,553	156	21,369
								ANNUAL CONSTRUCTION PROGRAM TOTALS	22,042	15,915	4,094	3,420	5,378	24,771	294	37,957
								MAINTENANCE	14,216						14,216	
								SPECIAL MAINTENANCE	NA						NA	
											CONSTRUCTION AND MAINTENANCE TOTAL	52,173				

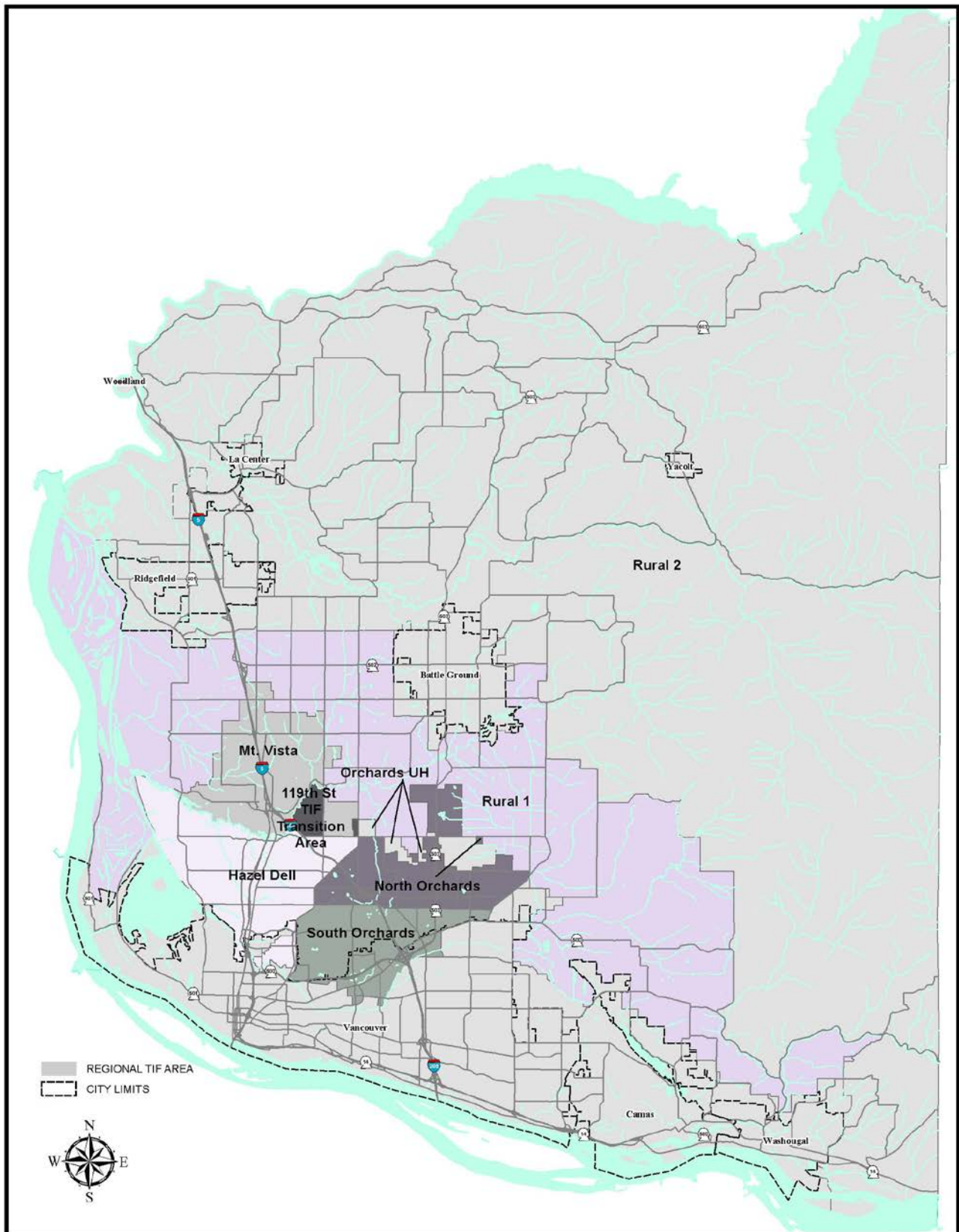
**2016 - 2021 Transportation Improvement Program
Project Index
(By Priority)**

2016 - 2021 RANKING	PROJECT
A	NE 10th Avenue (NE 154th Street - NE 164th Street)
B	NE 119th Street (NE 72nd Avenue - NE 87th Avenue)
C	NE 94th Avenue (NE Padden Parkway - NE 99th Street)
D	VAST: Orchards TSO (NE 55th Avenue - NE Ward Road)
E	Miscellaneous Projects (Various Locations)
1	NE 119th Street (NE 50th Avenue - NE 72nd Avenue)
2	NE Highway 99 (NE 99th Street - NE 119th Street)
3	NE 10th Avenue (NE 149th Street - NE 154th Street)
4	NE 99th Street (NE 94th Avenue - NE 117th Avenue (SR-503))
5	NE 179th Street (NE Delfel Road - NE 15th Avenue)
6	NE 119th Street (NE 87th Avenue - NE 112th Avenue)
7	NE 15th Avenue (NE 179th Street - NE 10th Avenue)
8	NE Salmon Creek Avenue (WSUV Entrance - West of NE 50th Avenue)
9	NE 72nd Avenue (NE 122nd Street - NE 133rd Street)
10	NE Ward Road (NE 88th Street - NE 172nd Avenue)
11	NE 199th Street at NE 72nd Avenue (Intersection Improvement)
12	NE 72nd Avenue (NE 133rd Street - NE 179th Street)
13	NE 72nd Avenue (NE 179th Street - NE 219th Street)
CO	NE 47th Avenue/ NE 78th Street (Intersection Improvement)

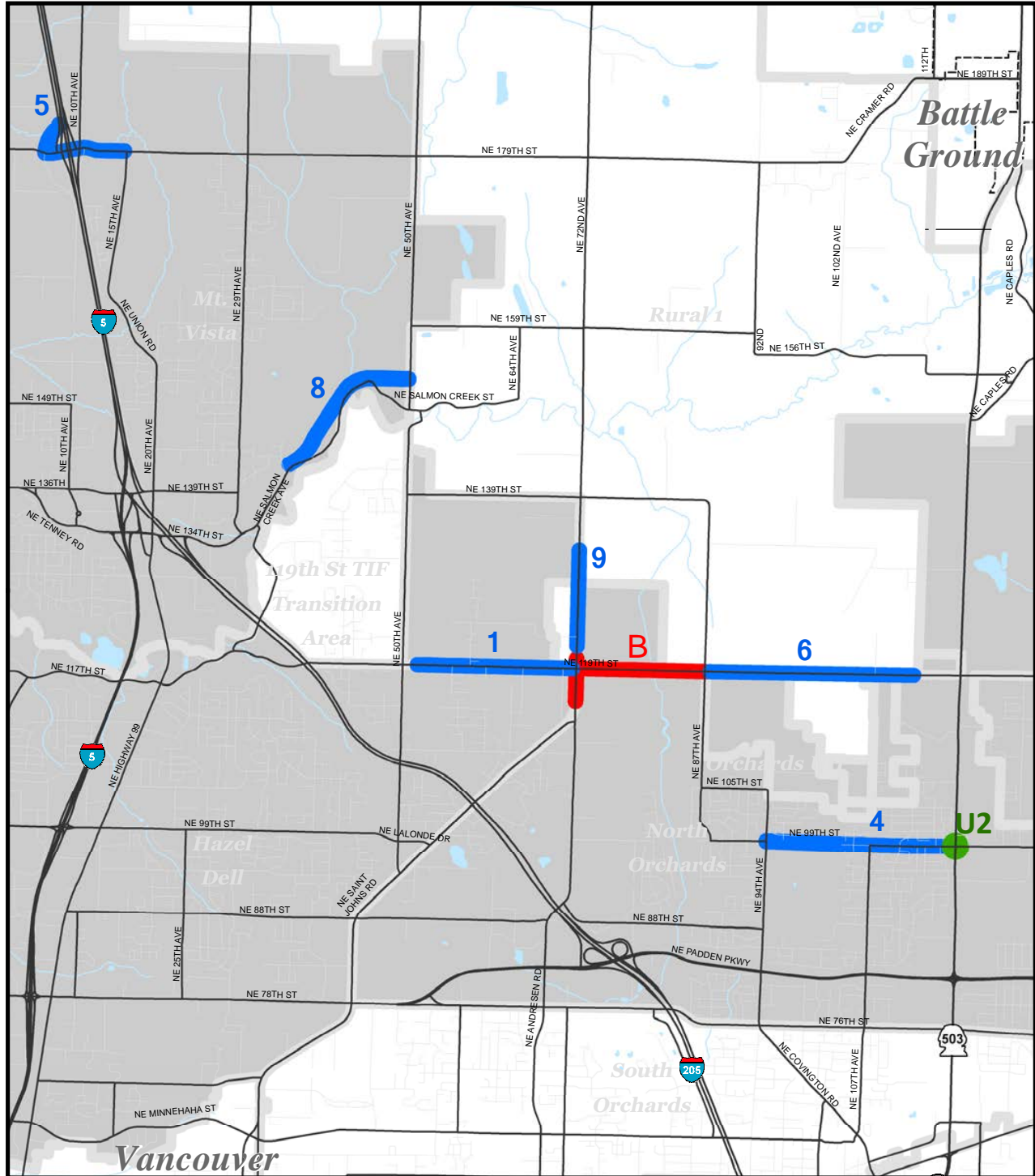
**2016 - 2021 Transportation Improvement Program
Project Index
(Listed Alphanumeric)**

2016 - 2021 RANKING	PROJECT
E	Miscellaneous Projects (Various Locations)
3	NE 10th Avenue (NE 149th Street - NE 154th Street)
A	NE 10th Avenue (NE 154th Street - NE 164th Street)
1	NE 119th Street (NE 50th Avenue - NE 72nd Avenue)
6	NE 119th Street (NE 87th Avenue - NE 112th Avenue)
B	NE 119th Street (NE 72nd Avenue - NE 87th Avenue)
7	NE 15th Avenue (NE 179th Street - NE 10th Avenue)
5	NE 179th Street (NE Delfel Road - NE 15th Avenue)
11	NE 199th Street at NE 72nd Avenue (Intersection Improvement)
CO	NE 47th Avenue/ NE 78th Street (Intersection Improvement)
12	NE 72nd Avenue (NE 133rd Street - NE 179th Street)
13	NE 72nd Avenue (NE 179th Street - NE 219th Street)
9	NE 72nd Avenue (NE 122nd Street - NE 133rd Street)
C	NE 94th Avenue (NE Padden Parkway - NE 99th Street)
4	NE 99th Street (NE 94th Avenue - NE 117th Avenue (SR-503))
2	NE Highway 99 (NE 99th Street - NE 119th Street)
8	NE Salmon Creek Avenue (WSUV Entrance - West of NE 50th Avenue)
10	NE Ward Road (NE 88th Street - NE 172nd Avenue)
D	VAST: Orchards TSO (NE 55th Avenue - NE Ward Road)

2016 – 2021 Transportation Improvement Program Traffic Impact Fee (TIF) Areas Project Location Map



2016 - 2021 Transportation Improvement Program Traffic Impact Fee (TIF) Areas Projects within the Regional Area



INTERSECTION PROJECTS

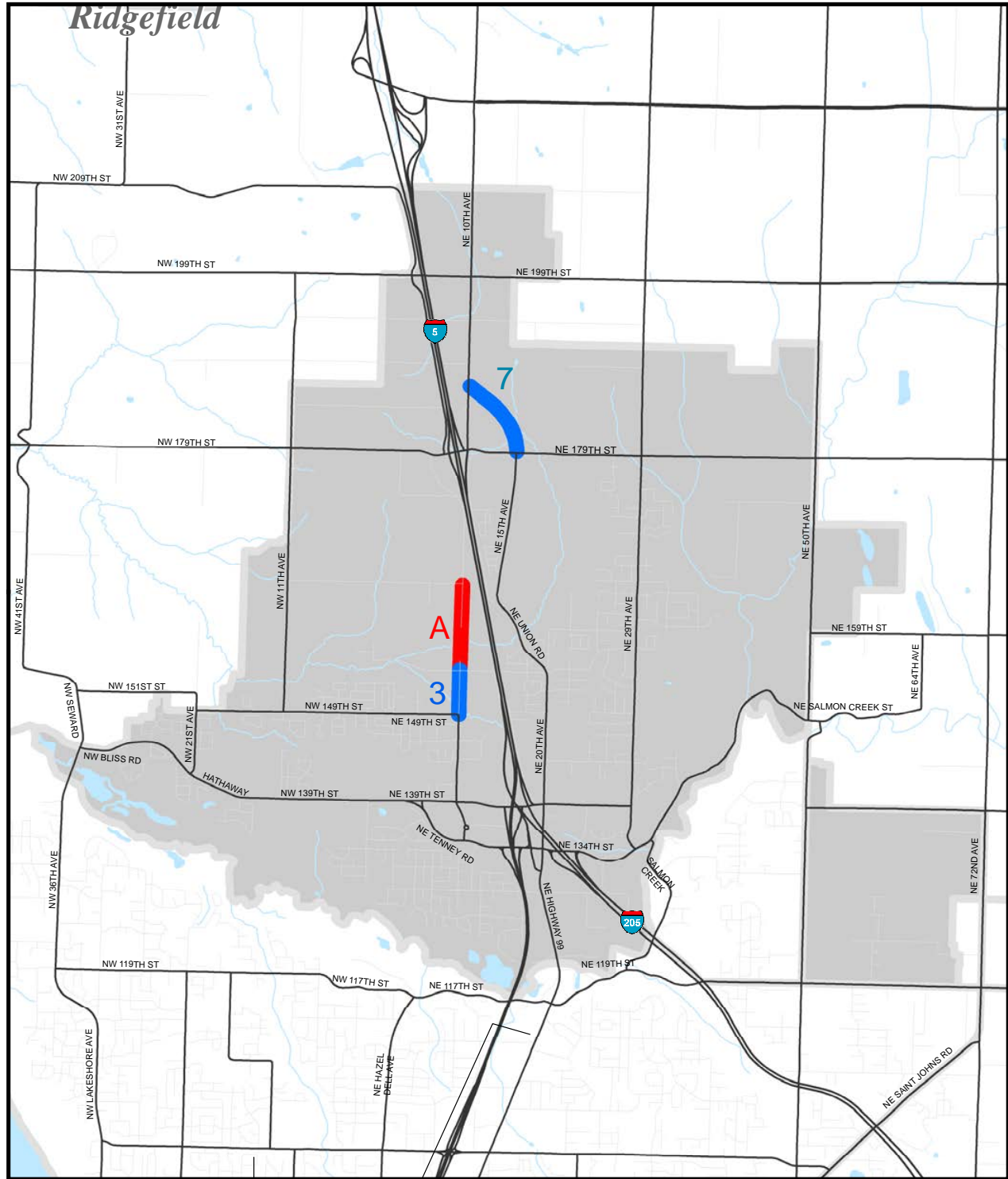
- ONGOING
- ROAD PROJECTS**
- PROGRAMMED
- OBLIGATED
- TIF AREA

Capital Projects:

- B. NE 119th Street (NE 72nd Avenue to NE 87th Avenue)
- 1. NE 119th Street (NE 50th Avenue to NE 72nd Avenue)
- 4. NE 99th Street (NE 94th Avenue to NE 117th Avenue (SR-503))
- 5. NE 179th Street (NE Delfel Road to NE 15th Avenue)
- 6. NE 119th Street (NE 87th Avenue - NE 112th Avenue)
- 8. NE Salmon Creek Avenue (WSUV Entrance to West of NE 50th Avenue)
- 9. NE 72nd Avenue (NE 122nd Street to NE 133rd Street)
- U2. NE 99th Street/SR-503 Intersection Improvement



2016 - 2021 Transportation Improvement Program Traffic Impact Fee (TIF) Areas Projects within the Mt. Vista Area



ROAD PROJECTS

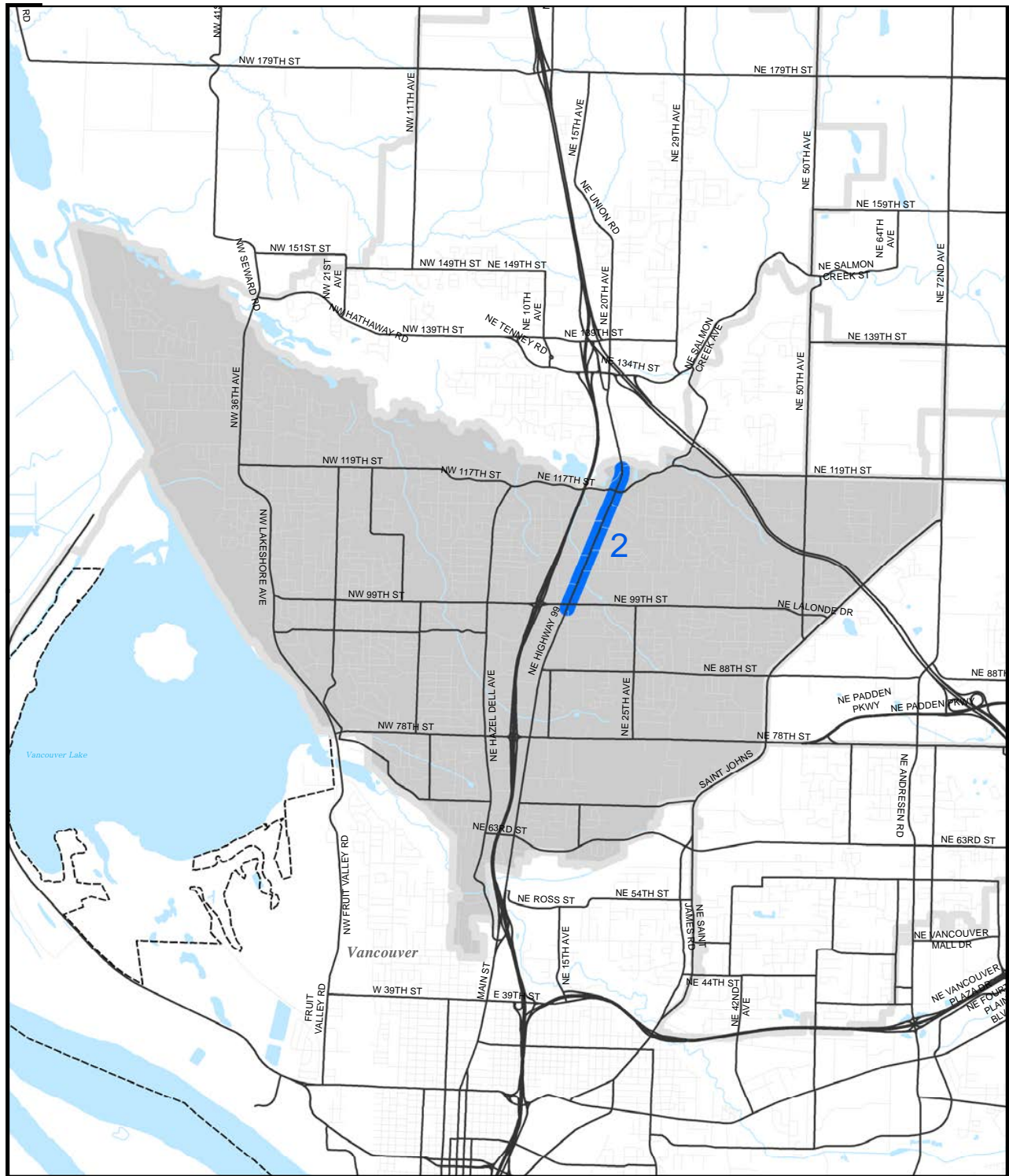
- █ PROGRAMMED
- █ OBLIGATED
- TIF AREA

Capital Projects:

- A. NE 10th Avenue (NE 154th Street to NE 164th Street)
- 3. NE 10th Avenue (NE 149th Street to NE 154th Street)
- 7. NE 15th Avenue (NE 179th Street to NE 10th Avenue)



2016 - 2021 Transportation Improvement Program Traffic Impact Fee (TIF) Areas Projects within the Hazel Dell Area



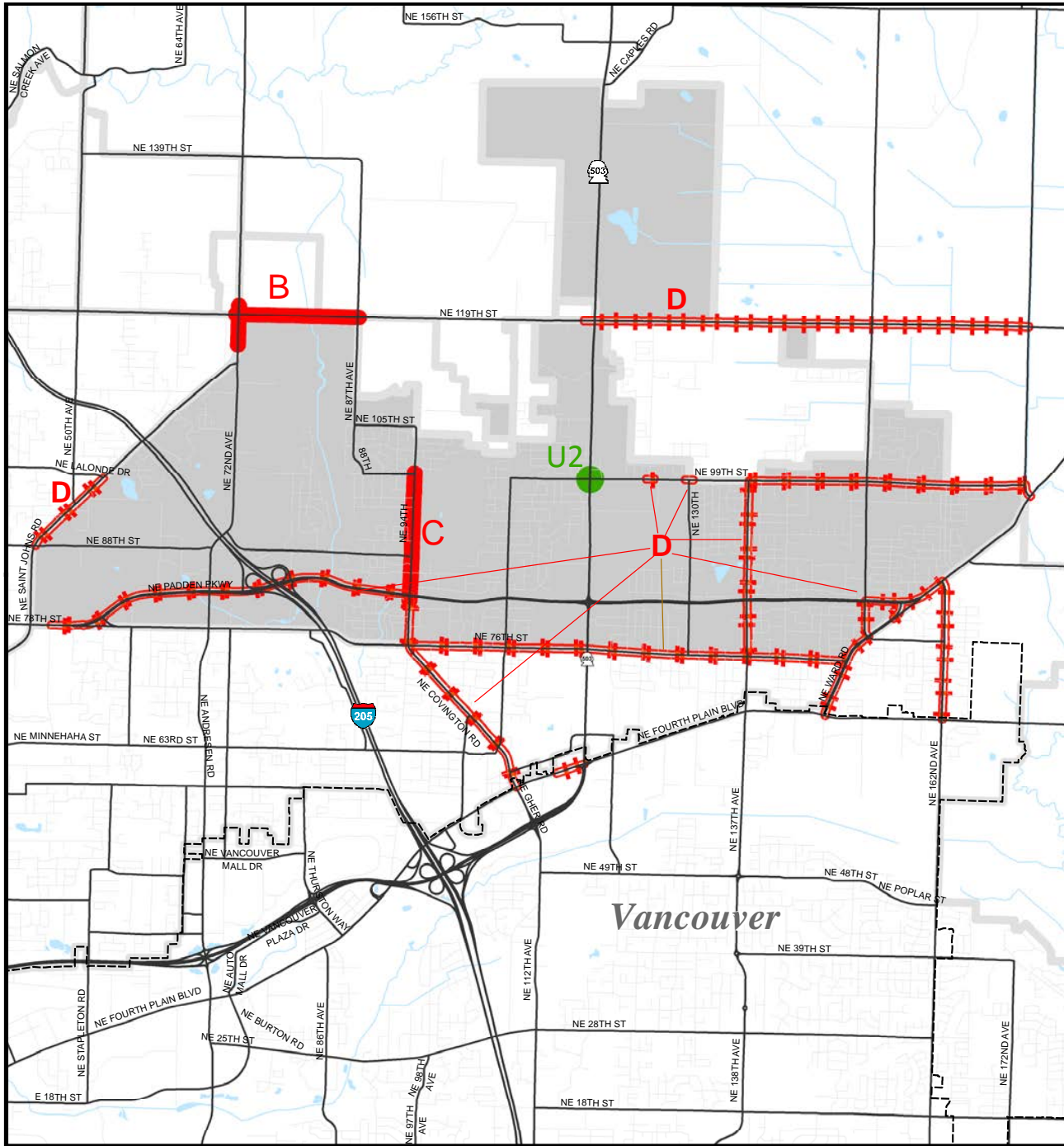
ROAD PROJECTS
PROGRAMMED
TIF AREA

Capital Projects:
2. NE Highway 99 (NE 99th Street to NE 119th Street)



2016 - 2021 Transportation Improvement Program Traffic Impact Fee (TIF) Areas

Projects within the North Orchards and Orchards Urban Holding Area

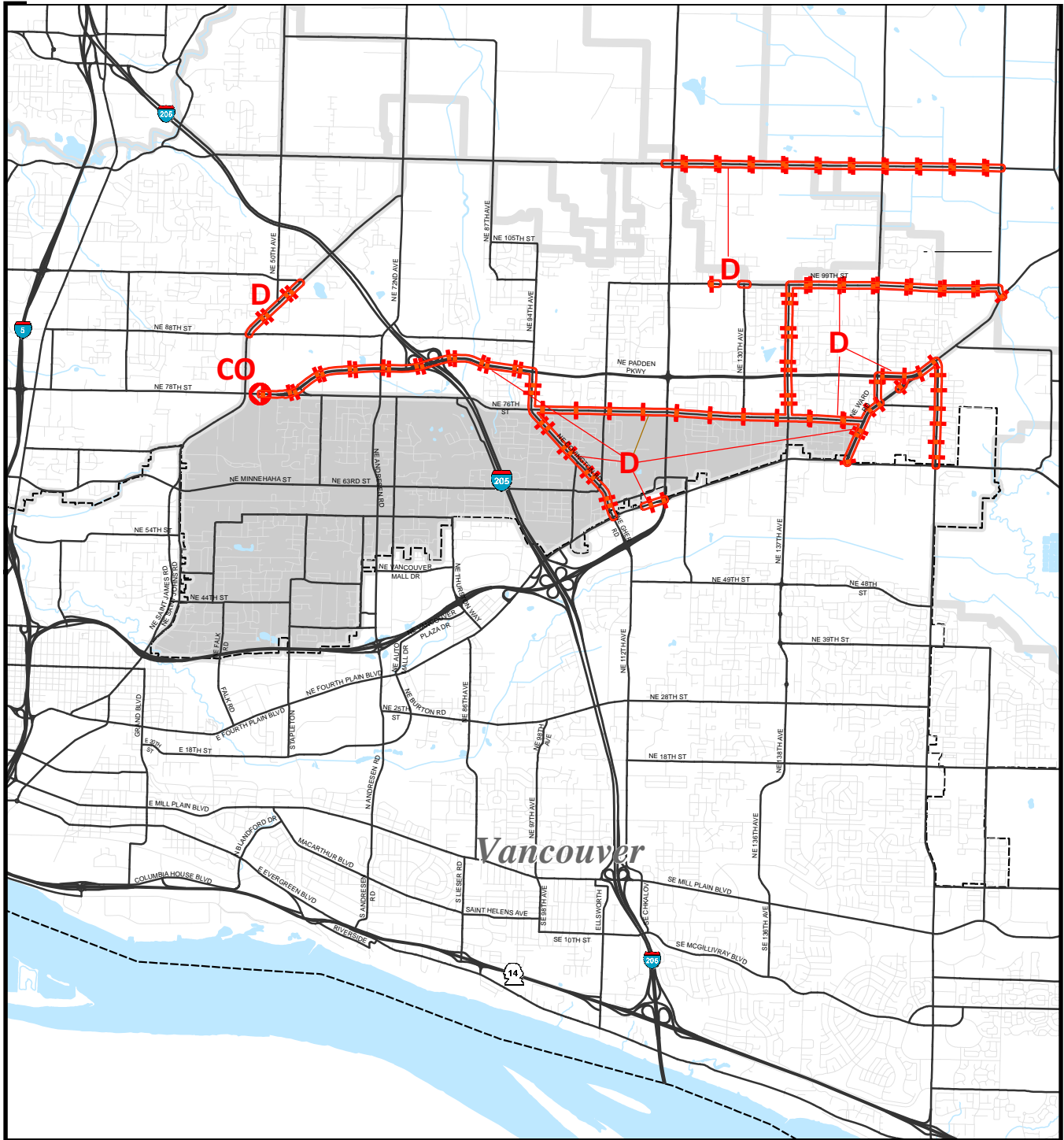


- INTERSECTION PROJECTS**
- ONGOING
- OBLIGATED ROAD PROJECTS**
- TRAFFIC SIGNAL OPTIMIZATION
 - TIF AREA

- Capital Projects:**
- B. NE 119th Street (NE 72nd Avenue to NE 87th Avenue)
 - C. NE 94th Avenue (NE Padden Parkway to NE 99th Street)
 - D. VAST: Orchards Transportation Signal Optimization (NE 55th Avenue to NE Ward Road)
 - U2. NE 99th Street / SR-503 Intersection Improvements



2016 - 2021 Transportation Improvement Program Traffic Impact Fee (TIF) Areas Projects within the South Orchards Area



INTERSECTION PROJECTS

● OBLIGATED

ROAD PROJECTS

 TRAFFIC SIGNAL OPTIMIZATION

 TIF AREA

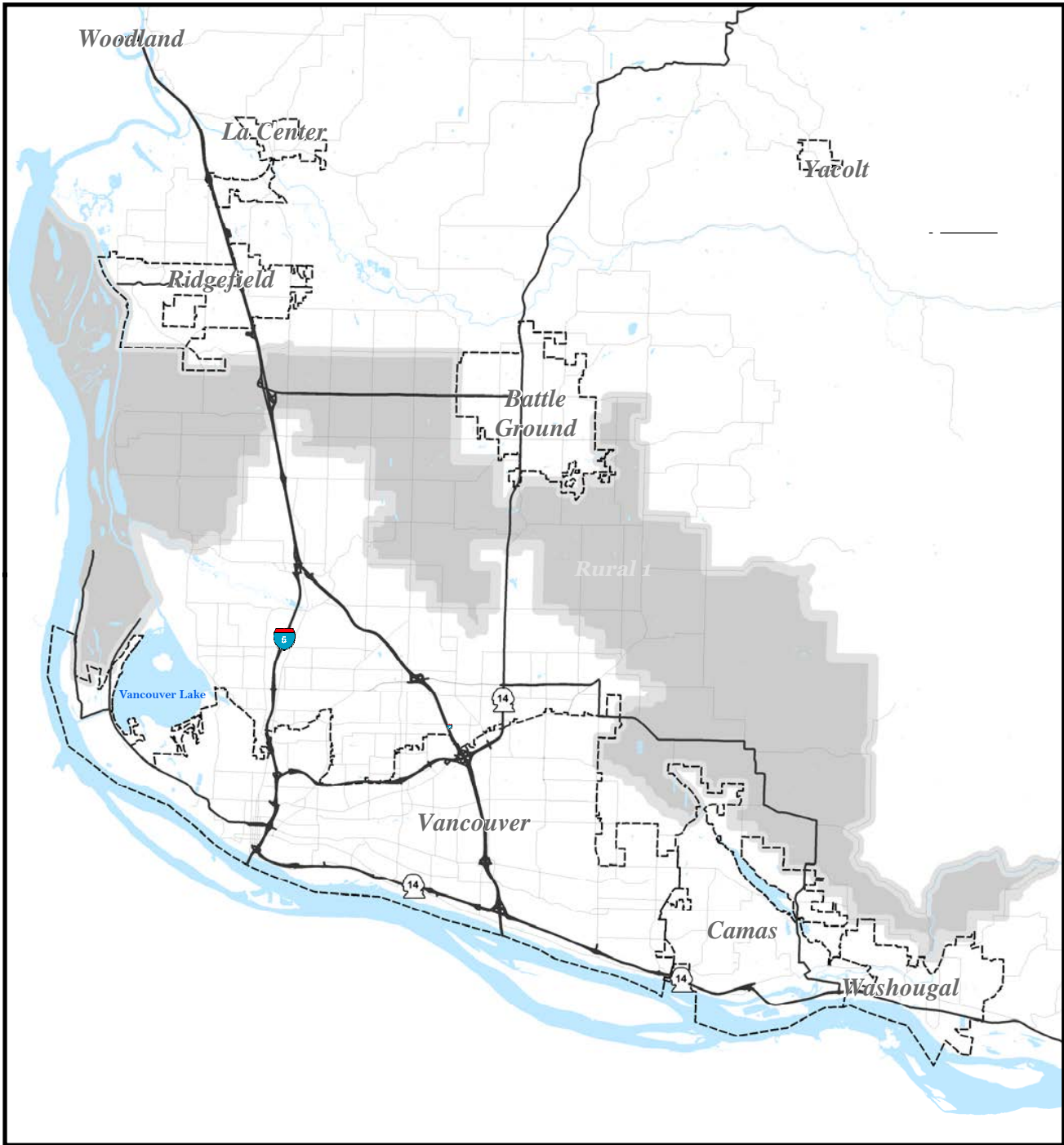
Capital Projects:

D. VAST: Orchards Traffic Signal Optimization
(NE 55th Avenue to NE Ward Road)

CO. NE 47th Avenue / NE 78th Street Intersection Improvement



2016 - 2021 Transportation Improvement Program Traffic Impact Fee (TIF) Areas Projects within the Rural 1 Area



INTERSECTION PROJECTS

- OBLIGATED
- PROGRAMMED
- ▬ TRAFFIC SIGNAL OPTIMIZATION

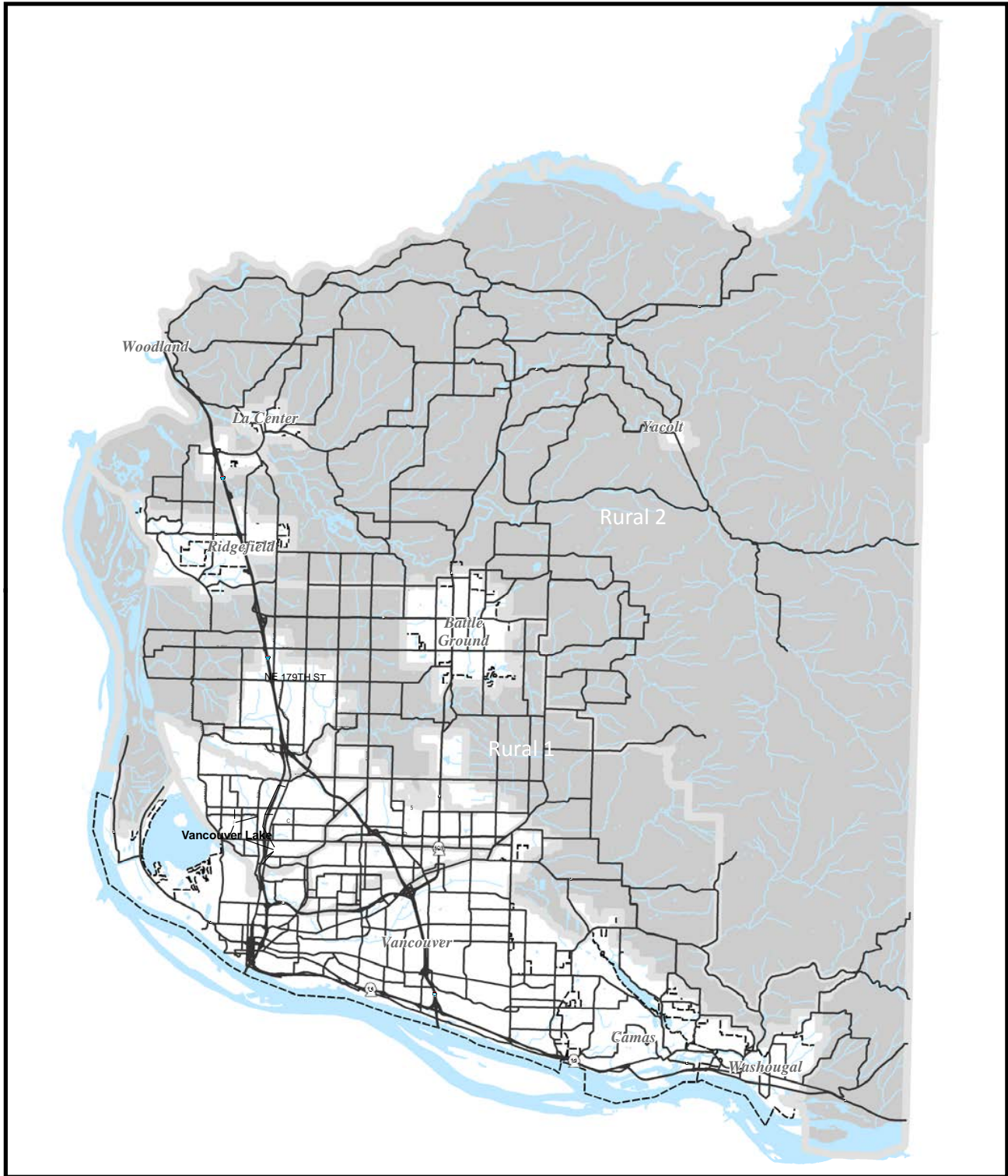
ROAD PROJECTS

- ▬ OBLIGATED
- ▬ PROGRAMMED
- ▭ RURAL 1 TIF AREA
- ▭ CITY LIMITS

***Most Ongoing Program projects qualify to receive
TIF funding in this area.***



2016 - 2021 Transportation Improvement Program Traffic Impact Fee (TIF) Areas Projects within the Rural 2 Area



■ TIF AREA

**No projects on the current 6-year TIP qualify to receive
TIP funding in this area.**





2016 - 2021 Transportation Improvement Program

Project: A. NE 10th Avenue - NE 154th Street to NE 164th Street

Vicinity Map



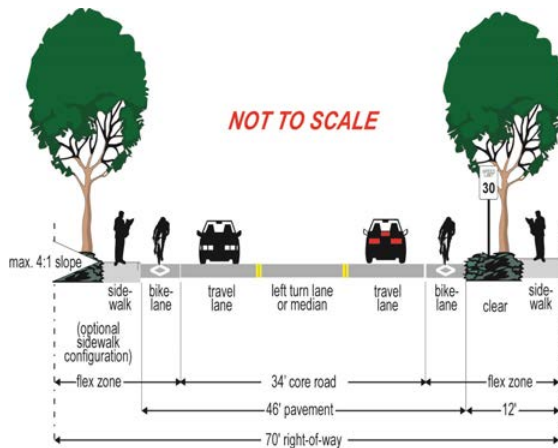
Project Summary

Project Number:	370922	Project Length (mi.):	0.56
Project Manager:	Troy Pierce/Jean Singer	Client:	Michael Derleth/Susan Wilson
Basis for Project:	Mobility/Traffic Circulation; Economic Development; North/south capacity, alternative route to I-5.		
Timeline:	PE Pre 2016-2017; ROW Pre 2016-2017; CN 2017-Post 2021		
Project Description:	Construct a bridge over Whipple Creek and 2-lane collector with center turn lane, bike lanes, and sidewalks.		

Notes: Pending funding.

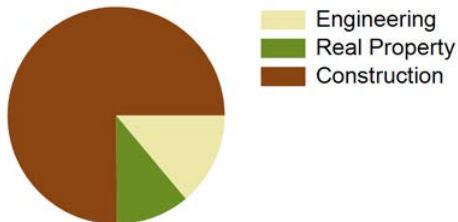
Status: Design, environmental permitting, and ROW acquisition in process.

Cross-Section Detail



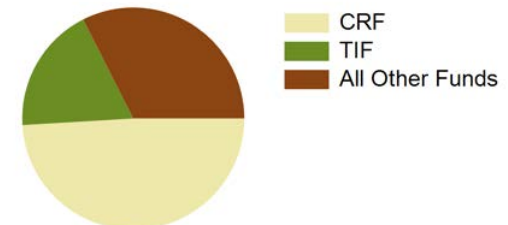
Project Cost Summary

Engineering:	\$3,168,000
Real Property:	\$2,496,000
Construction:	\$17,087,000
Total:	\$22,751,000



Funding Summary

County Road Fund:	\$10,590,000
TIF:	\$3,995,000
Federal Grant:	\$2,840,000
State Grants:	\$0
Loan:	\$4,000,000
Other:	\$66,000
Projected Funds:	\$1,160,000
Unfunded:	\$100,000
Total:	\$22,751,000

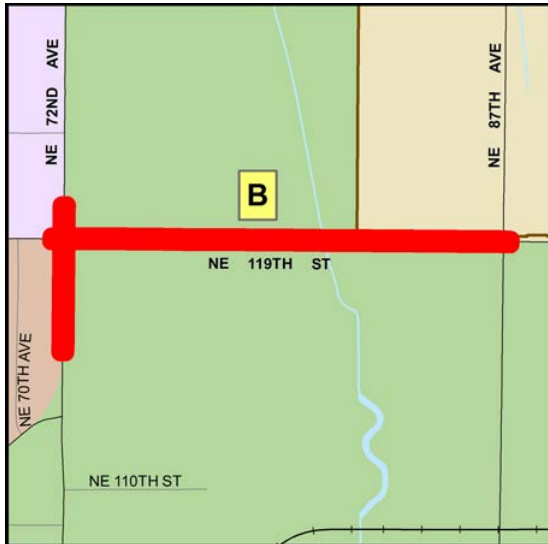




2016 - 2021 Transportation Improvement Program

Project: B. NE 119th Street - NE 72nd Avenue to NE 87th Avenue

Vicinity Map



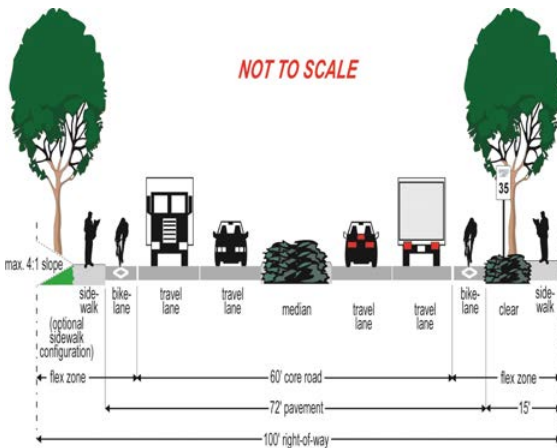
Project Summary

Project Number:	390722	Project Length (mi.):	1.78
Project Manager:	Robin Washington	Client:	Susan Wilson
Basis for Project:	Economic Development; Mobility/Traffic Circulation; Urban Holding corridor.		
Timeline:	PE Pre 2016; ROW Pre 2016; CN Pre 2016-2017		
Project Description:	Improve to a 4-lane minor arterial with center turn lane/median, bike lanes, and sidewalks.		

Notes:

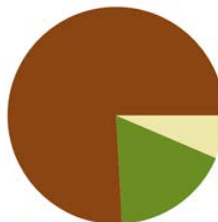
Status: Under Construction

Cross-Section Detail



Project Cost Summary

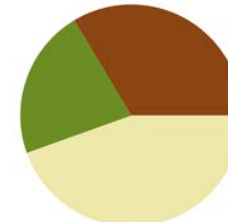
Engineering:	\$1,522,000
Real Property:	\$4,189,000
Construction:	\$17,951,000
Total:	\$23,662,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$10,536,000
TIF:	\$5,183,000
Federal Grant:	\$3,990,000
State Grants:	\$2,587,000
Loan:	\$0
Other:	\$1,366,000
Projected Funds:	\$0
Unfunded:	\$0
Total:	\$23,662,000



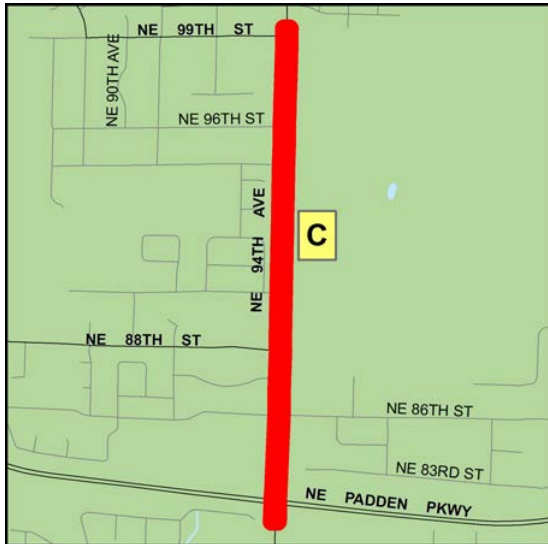
■ CRF
■ TIF
■ All Other Funds



2016 - 2021 Transportation Improvement Program

Project: C. NE 94th Avenue - NE Padden Parkway to NE 99th Street

Vicinity Map



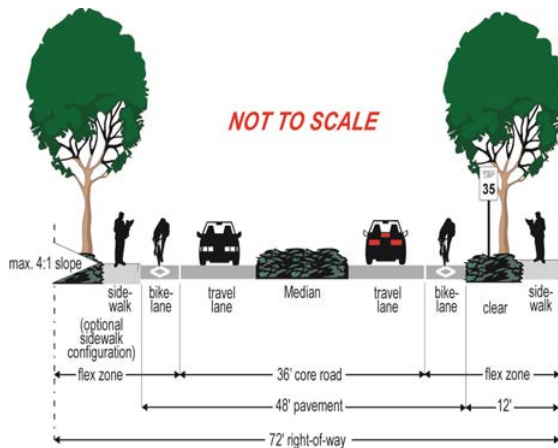
Project Summary

Project Number:	350822	Project Length (mi.):	0.80
Project Manager:	Scott Fakler	Client:	Susan Wilson
Basis for Project:	Mobility/Traffic Circulation; Safety; General north/south congestion in the area and failing LOS at Padden Parkway.		
Timeline:	PE Pre 2016; ROW Pre 2016; CN Pre 2016-2016		
Project Description:	Improve/construct a 2-lane arterial with center turn lane/median, bike lanes, and sidewalks. Provide two travel lanes north and south continuously through Padden Parkway intersection.		

Notes:

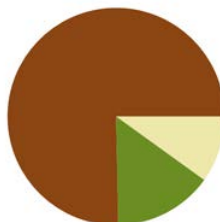
Status: Under construction.

Cross-Section Detail



Project Cost Summary

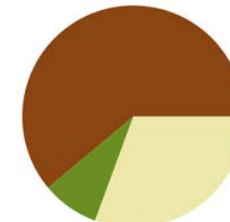
Engineering:	\$870,000
Real Property:	\$1,292,000
Construction:	\$6,597,000
Total:	\$8,759,000



Engineering
Real Property
Construction

Funding Summary

County Road Fund:	\$2,682,000
TIF:	\$729,000
Federal Grant:	\$3,600,000
State Grants:	\$1,748,000
Loan:	\$0
Other:	\$0
Projected Funds:	\$0
Unfunded:	\$0
Total:	\$8,759,000



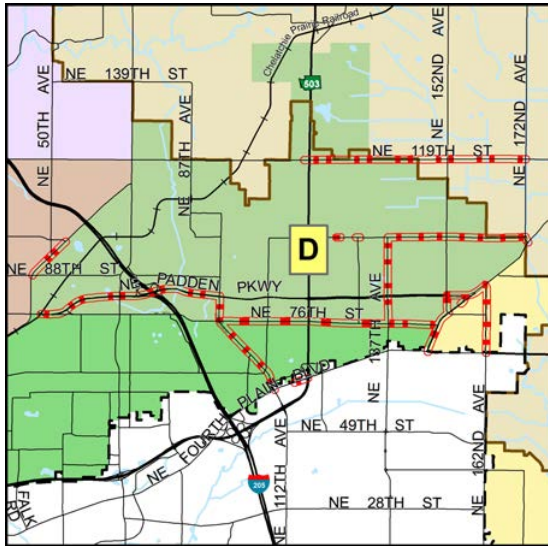
CRF
TIF
All Other Funds



2016 - 2021 Transportation Improvement Program

Project: D. VAST: Orchards TSO - NE 55th Avenue to NE Ward Road

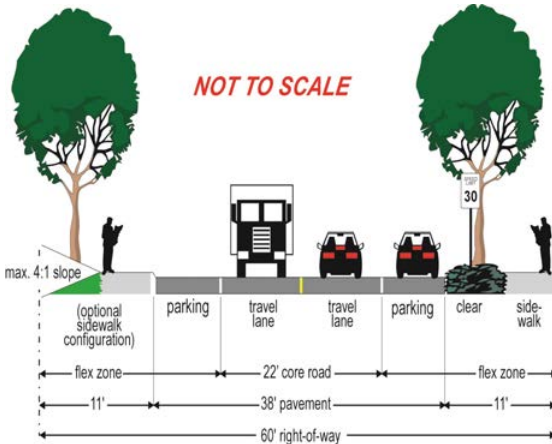
Vicinity Map



Project Summary

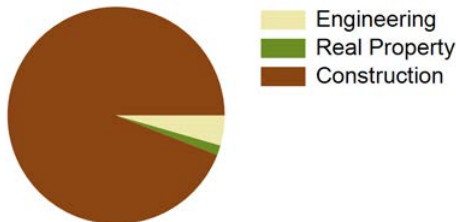
Project Number:	332822	Project Length (mi.):	11.75
Project Manager:	Troy Pierce	Client:	Michael Derleth
Basis for Project:	Mobility/Traffic Circulation		
Timeline:	PE Pre 2016; ROW Pre 2016; CN Pre 2016-2017		
Project Description:	This project is a joint project between Clark County and WSDOT to modernize, upgrade and interconnect traffic signals in the Orchards area of east Clark County.		
Notes:	Part of the larger Traffic Signal Optimization (TSO) infrastructure.		
Status:	Under construction.		

Cross-Section Detail



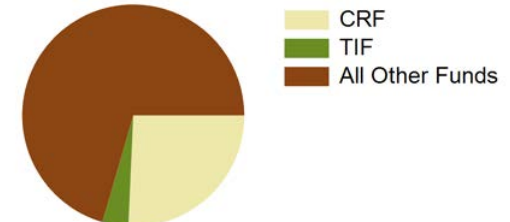
Project Cost Summary

Engineering:	\$221,000
Real Property:	\$72,000
Construction:	\$4,648,000
Total:	\$4,941,000



Funding Summary

County Road Fund:	\$1,270,000
TIF:	\$187,000
Federal Grant:	\$3,397,000
State Grants:	\$0
Loan:	\$0
Other:	\$87,000
Projected Funds:	\$0
Unfunded:	\$0
Total:	\$4,941,000





2016 - 2021 Transportation Improvement Program

Project: 1. NE 119th Street - NE 50th Avenue to NE 72nd Avenue

Vicinity Map



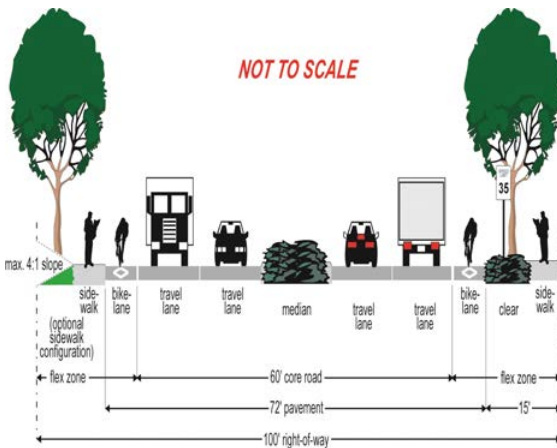
Project Summary

Project Number:	333122	Project Length (mi.):	0.64
Project Manager:	Robin Washington	Client:	Susan Wilson
Basis for Project:	Safety; Mobility/Traffic Circulation; east/west circulation.		
Timeline:	PE Pre 2016-2017; ROW Pre 2016-2017; CN 2017-Post 2021		
Project Description:	Improve to a 2-lane minor arterial with center turn lane/median, bike lanes and sidewalks.		

Notes: Project will match into the NE 50th Avenue improvements.

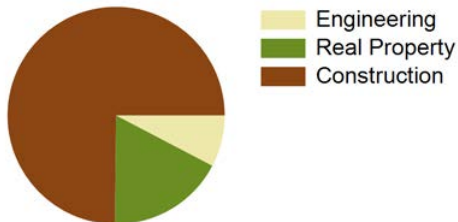
Status: Design and ROW acquisition in progress.

Cross-Section Detail



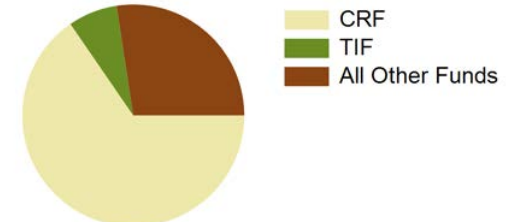
Project Cost Summary

Engineering:	\$604,000
Real Property:	\$1,381,000
Construction:	\$5,896,000
Total:	\$7,881,000



Funding Summary

County Road Fund:	\$5,156,000
TIF:	\$565,000
Federal Grant:	\$2,060,000
State Grants:	\$0
Loan:	\$0
Other:	\$0
Projected Funds:	\$0
Unfunded:	\$100,000
Total:	\$7,881,000





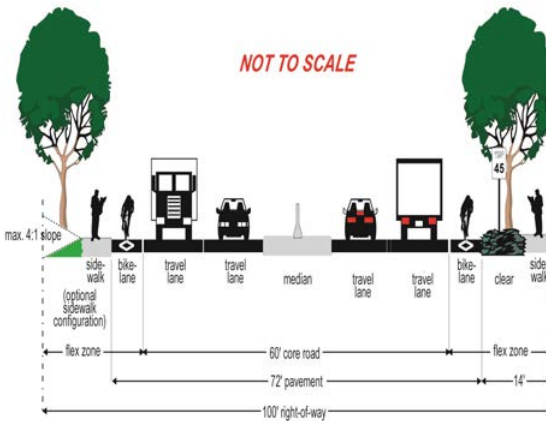
2016 - 2021 Transportation Improvement Program

Project: 2. NE Highway 99 - NE 99th Street to NE 119th Street

Vicinity Map



Cross-Section Detail

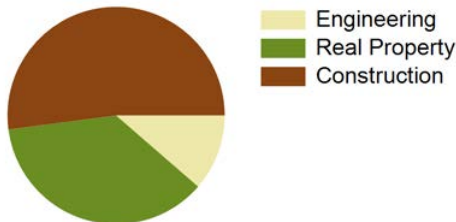


Project Summary

Project Number:	351022	Project Length (mi.):	0.44
Project Manager:	Robin Washington	Client:	Michael Derleth
Basis for Project:	Congestion at NE 99th Street and Highway 99.		
Timeline:	PE Pre 2016-2019; ROW Pre 2016-2019; CN 2020-Post 2021		
Project Description:	Improve to a 4-lane principal arterial standard with center turn lane/median, bike lanes, and sidewalk. Construction will be phased. First phase is completing intersection improvements at NE 99th Street and NE Highway 99.		
Notes:			
Status:	Planning level efforts/Design underway.		

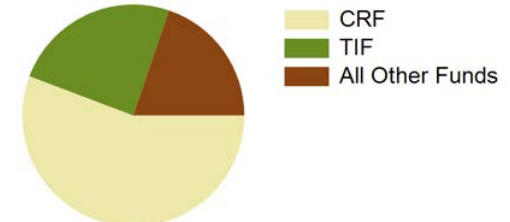
Project Cost Summary

Engineering:	\$1,223,000
Real Property:	\$3,934,000
Construction:	\$5,600,000
Total:	\$10,757,000



Funding Summary

County Road Fund:	\$3,103,000
TIF:	\$1,362,000
Federal Grant:	\$1,000,000
State Grants:	\$0
Loan:	\$0
Other:	\$0
Projected Funds:	\$5,192,000
Unfunded:	\$100,000
Total:	\$10,757,000

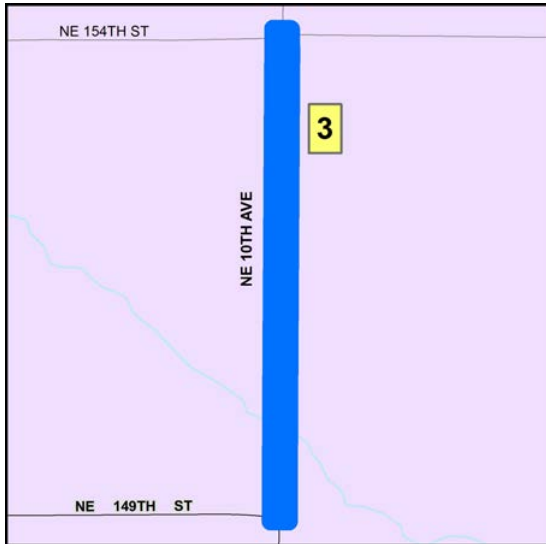




2016 - 2021 Transportation Improvement Program

Project: 3. NE 10th Avenue - NE 149th Street to NE 154th Street

Vicinity Map



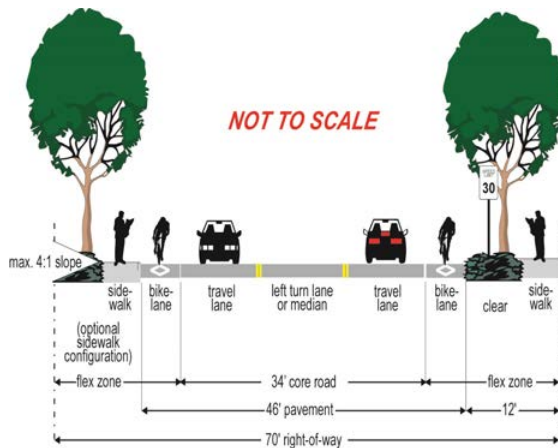
Project Summary

Project Number:	323322	Project Length (mi.):	0.34
Project Manager:	Troy Pierce	Client:	Michael Derleth
Basis for Project:	Mobility/Traffic Circulation; north/south circulation, alt route to I-5.		
Timeline:	PE Pre 2016-2021; ROW 2018-2020; CN 2021-Post 2021		
Project Description:	Construct a 2-lane collector with center turn lane, bike lanes, and sidewalks.		

Notes:

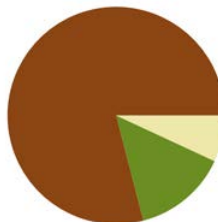
Status: Under design. Construction unfunded.

Cross-Section Detail



Project Cost Summary

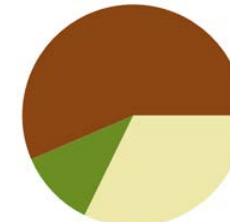
Engineering:	\$706,000
Real Property:	\$1,431,000
Construction:	\$8,058,000
Total:	\$10,195,000



Engineering
Real Property
Construction

Funding Summary

County Road Fund:	\$2,965,000
TIF:	\$1,040,000
Federal Grant:	\$0
State Grants:	\$0
Loan:	\$0
Other:	\$0
Projected Funds:	\$1,000,000
Unfunded:	\$5,190,000
Total:	\$10,195,000



CRF
TIF
All Other Funds



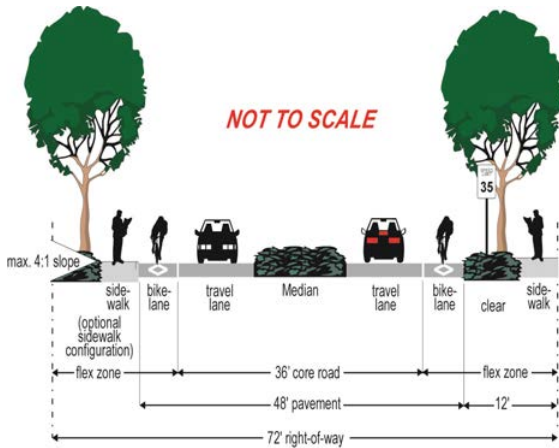
2016 - 2021 Transportation Improvement Program

Project: 4. NE 99th Street - NE 94th Avenue to NE 117th Avenue (SR-503)

Vicinity Map



Cross-Section Detail

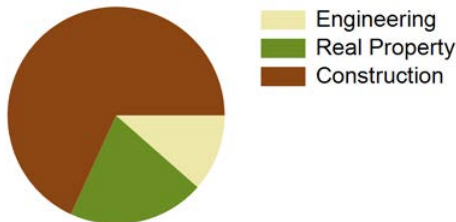


Project Summary

Project Number:	350722	Project Length (mi.):	1.10
Project Manager:	Scott Fakler	Client:	Michael Derleth
Basis for Project:	Mobility/Traffic Circulation; Congestion on NE 119th Street and Padden Parkway.		
Timeline:	PE Pre 2016-Post 2021; ROW Pre 2016-2021; CN Post 2021		
Project Description:	Construct/improve road corridor to a 2-lane minor arterial (M-2cb) with a center turn lane/median, bike lanes and sidewalks.		
Notes:	Actual project length is 1.05 miles. Length below correlates to crash data. Project will likely be built in phases starting with NE 94th Avenue to NE 107th Avenue. Intersection at 99th Street/SR-503 is a separate capital project and listed in the Urban Development Ongoing Program.		
Status:	Design underway.		

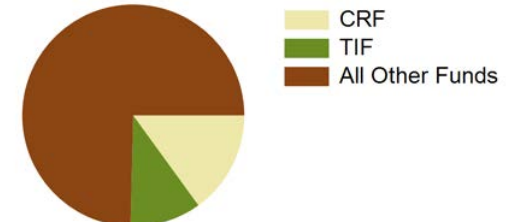
Project Cost Summary

Engineering:	\$1,210,000
Real Property:	\$2,146,000
Construction:	\$7,178,000
Total:	\$10,534,000



Funding Summary

County Road Fund:	\$1,447,000
TIF:	\$999,000
Federal Grant:	\$0
State Grants:	\$0
Loan:	\$0
Other:	\$0
Projected Funds:	\$900,000
Unfunded:	\$7,188,000
Total:	\$10,534,000





2016 - 2021 Transportation Improvement Program

Project: 5. NE 179th Street - NE Delfel Road to NE 15th Avenue

Vicinity Map



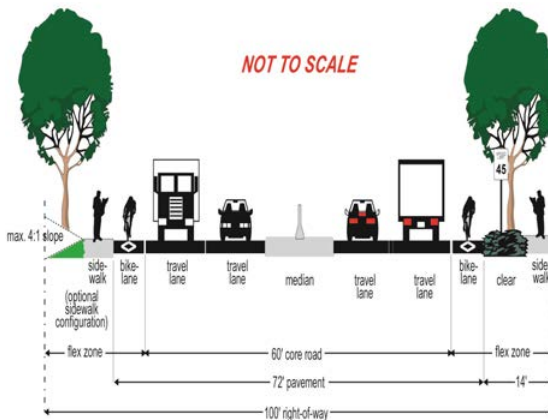
Project Summary

Project Number:	390222	Project Length (mi.):	0.50
Project Manager:	Linda Small	Client:	Susan Wilson
Basis for Project:	Mobility/Traffic Circulation; Alleviates traffic congestion at the NE 179th Street and I-5 interchange ramps.		
Timeline:	PE Pre 2016-2021; ROW Pre 2016-Post 2021; CN Post 2021		
Project Description:	Reconfigure the on-ramps and off-ramps and widen NE 179th Street. Realign NE Delfel Road.		

Notes: Project may be accelerated if funding permits.

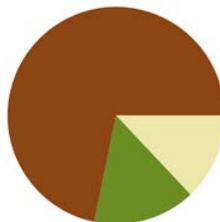
Status: Planning efforts underway.

Cross-Section Detail



Project Cost Summary

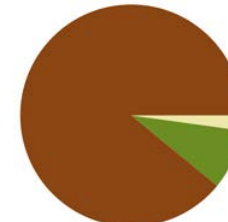
Engineering:	\$1,700,000
Real Property:	\$2,000,000
Construction:	\$9,400,000
Total:	\$13,100,000



Engineering
Real Property
Construction

Funding Summary

County Road Fund:	\$276,000
TIF:	\$1,116,000
Federal Grant:	\$0
State Grants:	\$0
Loan:	\$0
Other:	\$1,088,000
Projected Funds:	\$360,000
Unfunded:	\$10,260,000
Total:	\$13,100,000



CRF
TIF
All Other Funds



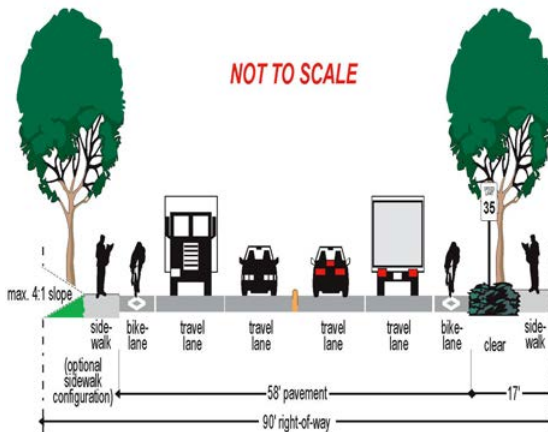
2016 - 2021 Transportation Improvement Program

Project: 6. NE 119th Street - NE 87th Avenue to NE 112th Avenue

Vicinity Map



Cross-Section Detail



Project Summary

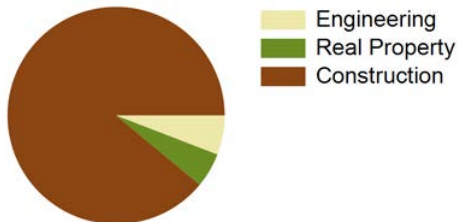
Project Number:	342422	Project Length (mi.):	1.33
Project Manager:	Robin Washington	Client:	Susan Wilson
Basis for Project:	Mobility/Traffic Circulation; Economic Development		
Timeline:	PE Pre 2016-2018; ROW Pre 2016-2017; CN 2018-Post 2021		
Project Description:	Improve road from two lanes to four lanes with center turn lane, sidewalks, bike lanes, stormwater collection/treatment, and environmental mitigation/improvements.		

Notes:

Status: Design and land acquisition underway.

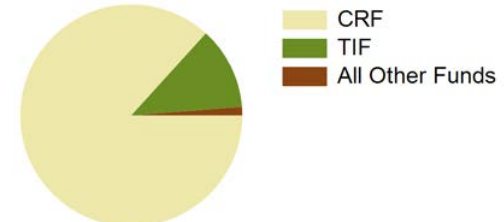
Project Cost Summary

Engineering:	\$619,000
Real Property:	\$546,000
Construction:	\$9,412,000
Total:	\$10,577,000



Funding Summary

County Road Fund:	\$6,962,000
TIF:	\$965,000
Federal Grant:	\$0
State Grants:	\$0
Loan:	\$0
Other:	\$0
Projected Funds:	\$2,550,000
Unfunded:	\$100,000
Total:	\$10,577,000





2016 - 2021 Transportation Improvement Program

Project: 7. NE 15th Avenue - NE 179th Street to NE 10th Avenue

Vicinity Map



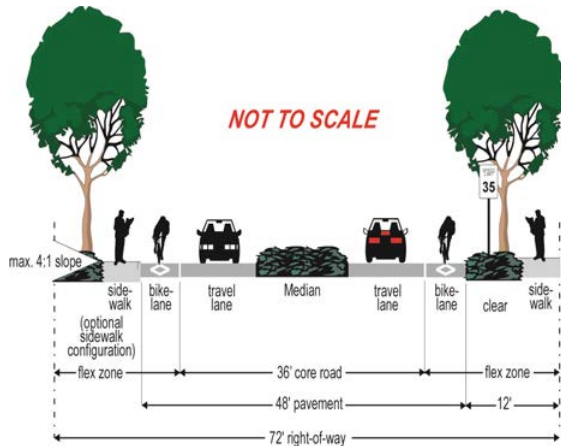
Project Summary

Project Number:	TBD	Project Length (mi.):	0.75
Project Manager:	TBD	Client:	TBD
Basis for Project:	Mobility/Traffic Circulation; Economic Development; Extend minor arterial.		
Timeline:	PE 2016-Post 2021; ROW 2021-Post 2021; CN Post 2021		
Project Description:	Construct a 3-lane minor arterial including center turn lane/median, sidewalks and bicycle lanes.		

Notes: Project may be accelerated, if funding permits.

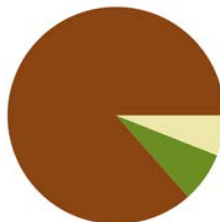
Status: Planning efforts anticipated 2016 or 2017.

Cross-Section Detail



Project Cost Summary

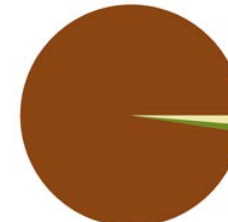
Engineering:	\$900,000
Real Property:	\$1,120,000
Construction:	\$12,980,000
Total:	\$15,000,000



Engineering
Real Property
Construction

Funding Summary

County Road Fund:	\$195,000
TIF:	\$150,000
Federal Grant:	\$0
State Grants:	\$0
Loan:	\$0
Other:	\$0
Projected Funds:	\$300,000
Unfunded:	\$14,355,000
Total:	\$15,000,000



CRF
TIF
All Other Funds



2016 - 2021 Transportation Improvement Program

Project: 8. NE Salmon Creek Avenue - WSUV Entrance to West of NE 50th Avenue

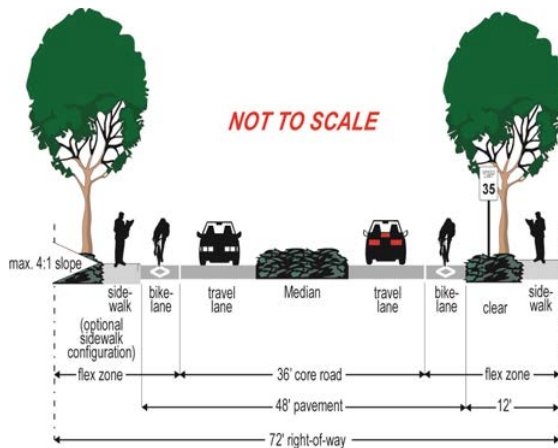
Vicinity Map



Project Summary

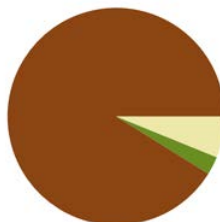
Project Number:	351522	Project Length (mi.):	1.03
Project Manager:	Linda Small	Client:	Susan Wilson
Basis for Project:	Mobility/Traffic Circulation; Safety; Increased traffic, lack of pedestrian and bicycle facilities, and flood/erosion prone.		
Timeline:	PE Pre 2016-Post 2021; ROW 2021; CN Post 2021		
Project Description:	Determine new alignment for improved 2-lane minor arterial with a center turn lane/median, bike lanes and sidewalks. Detailed design 2020.		
Notes:	Design will be shelved at 30%, pending funding.		
Status:	Design underway.		

Cross-Section Detail



Project Cost Summary

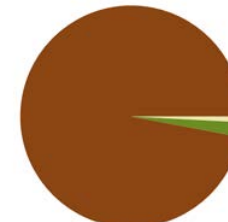
Engineering:	\$1,200,000
Real Property:	\$530,000
Construction:	\$17,811,000
Total:	\$19,541,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$156,000
TIF:	\$393,000
Federal Grant:	\$0
State Grants:	\$0
Loan:	\$0
Other:	\$0
Projected Funds:	\$1,000,000
Unfunded:	\$17,992,000
Total:	\$19,541,000



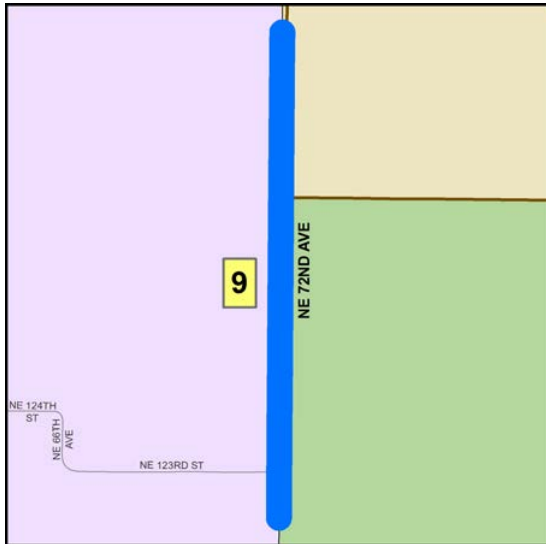
■ CRF
■ TIF
■ All Other Funds



2016 - 2021 Transportation Improvement Program

Project: 9. NE 72nd Avenue - NE 122nd Street to NE 133rd Street

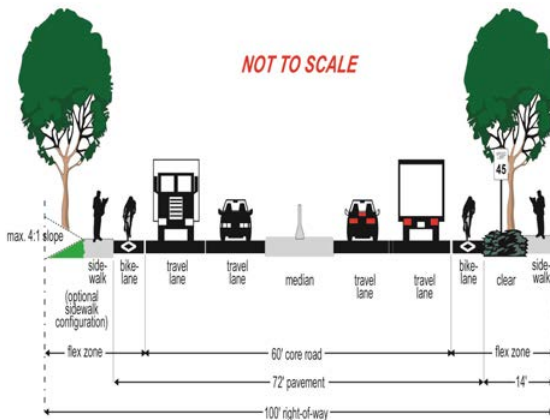
Vicinity Map



Project Summary

Project Number:	TBD	Project Length (mi.):	0.70
Project Manager:	TBD	Client:	TBD
Basis for Project:	Safety; Economic Development; Provide more capacity/safety.		
Timeline:	PE 2016-2021; ROW 2020-2021; CN Post 2021		
Project Description:	Improve corridor to a 5-lane urban arterial standard or provide intersection widening and spot safety upgrades.		
Notes:	Consider intersection improvements, some turn lanes/pockets and skinny road due to cost. Might be a good candidate for Safety project.		
Status:	No activity until 2018. Future Project. Funding pending.		

Cross-Section Detail

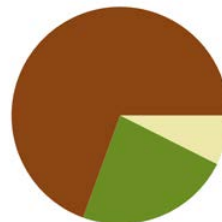


Project Cost Summary

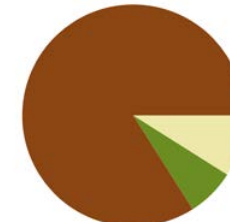
Engineering:	\$800,000
Real Property:	\$2,500,000
Construction:	\$7,500,000
Total:	\$10,800,000

Funding Summary

County Road Fund:	\$800,000
TIF:	\$631,000
Federal Grant:	\$0
State Grants:	\$0
Loan:	\$0
Other:	\$0
Projected Funds:	\$1,869,000
Unfunded:	\$7,500,000
Total:	\$10,800,000



Engineering
Real Property
Construction



CRF
TIF
All Other Funds

**2016 - 2021 Transportation Improvement Program
Ongoing Program Projects Funding Analysis**

RANK	Project Name	Phase	Spent to Date	2016				2017				2018				2019				2020				2021				Cost to Complete	Project Total	TIF Area Eligibility
				CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other			
Urban Development Road Program																														
NA	Rye E/W Connector (NE 40th Avenue - NE 47th Avenue) Project #: 352222	PE	15,000	125,000	0	0	0	10,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	150,000	0
		ROW	0	0	0	0	0	500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	500,000	
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100,000	2,000,000
		Total	15,000	125,000	0	0	0	510,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,900,000	2,650,000	
Totals																														
Revenue Sources				CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	6-Year Ongoing Programs 94,032,000		
Annual Totals by Funding				14,856,000	296,000	5,397,000	820,000	11,411,000	70,000	9,072,000	1,026,000	8,225,000	0	4,463,000	756,000	8,795,000	0	1,650,000	756,000	10,332,000	0	1,800,000	756,000	10,295,000	0	2,500,000	756,000			
Annual Totals by Phase				PE	ROW	CN	PE	ROW	CN	PE	ROW	CN	PE	ROW	CN	PE	ROW	CN	PE	ROW	CN	PE	ROW	CN	PE	ROW	CN			
Annual Totals				2,860,000	1,844,000	16,665,000	2,743,000	1,130,000	17,706,000	330,000	20,000	13,094,000	530,000	20,000	10,651,000	617,000	20,000	12,251,000	580,000	20,000	12,951,000									
Annual Totals				21,369,000			21,579,000			13,444,000			11,201,000			12,888,000			13,551,000											



2016 - 2021 Transportation Improvement Program

Advanced Right-of-Way Purchases Program

Program Summary



Program Manager:	Steve Hansen
Program Description:	This program sets funds aside for right-of-way land acquisitions needed to preserve future transportation corridors.
Basis:	Cost overruns and purchase right-of-way in advance of projects being funded.
Timeline:	Ongoing
Notes:	See Ongoing Programs Matrix for proposed projects this year.
Budget:	Approximately \$10,000 per year is budgeted for the Advanced ROW program.



2016 - 2021 Transportation Improvement Program

Bridge Repair, Rehab Program

Program Summary



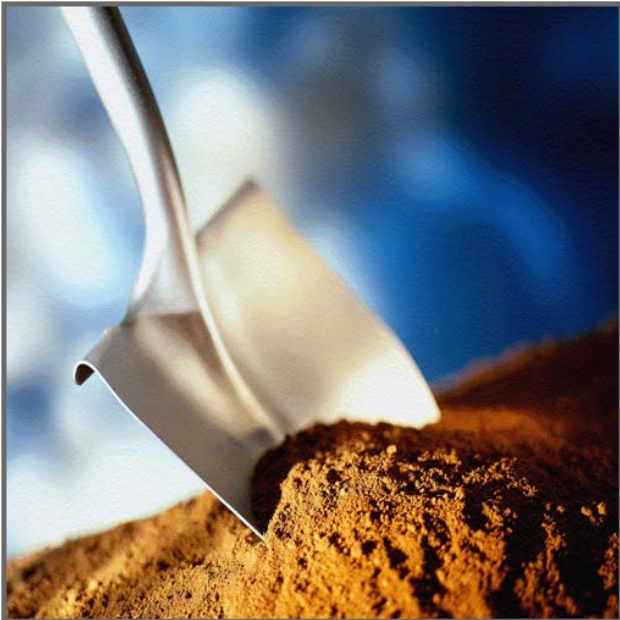
Program Manager:	Jean Singer
Program Description:	This program includes bridge repair, rehab, and bridge related improvements.
Basis:	Replacing, repairing, and upgrading bridges.
Timeline:	Ongoing
Notes:	See Ongoing Programs Matrix for proposed projects this year.
Budget:	Approximately \$250,000 per year plus any grants received is budgeted for the Bridge Program.



2016 - 2021 Transportation Improvement Program

Road Preservation Program / County Wide Overlays

Program Summary



Program Manager: Karen Carlie

Program Description: This program addresses overlays and other preservation activities. This program also includes slope stabilization projects, guardrail, and ADA ramps relating to preservation, which are listed in the Sidewalk and Safety Ongoing Programs.

Basis: Preservation of existing facilities.

Timeline: Ongoing

Notes: See Ongoing Programs Matrix for proposed projects this year.

Budget: The preservation program budget is approximately \$6 million per year.



2016 - 2021 Transportation Improvement Program

Rural Road Improvements Program

Program Summary



Program Manager: Karen Carlie

Program Description: This program consists of shoulder widening, intersection improvements, culvert improvements, and slide stabilization in the rural areas of Clark County.

Basis: Rural road improvements include shoulder widening, intersection improvements, culverts and upgrades, slide stabilization.

Timeline: Ongoing

Notes: See Ongoing Programs Matrix for proposed projects this year.

Budget: An average of \$25,000 per year plus any grants received is budgeted for the Rural Road Program.



2016 - 2021 Transportation Improvement Program Sidewalks Program

Program Summary



Program Manager:	Michael Derleth
Program Description:	This program addresses sidewalk/walkway needs and ADA compliance improvements.
Basis:	Construct sidewalks, walkways, bikeways, and ADA compliance improvements.
Timeline:	Ongoing
Notes:	See Ongoing Programs Matrix for proposed projects this year.
Budget:	Approximately \$350,000 per year plus any grants received for specific projects.



2016 - 2021 Transportation Improvement Program

Transportation Safety Improvement Program

Program Summary



Program Manager:	Matt Griswold
Program Description:	This program consists of spot improvements to address safety, access management and signal projects in urban Clark County.
Basis:	Construct guardrails, traffic signal coordination/improvements, access management controls and other safety improvements.
Timeline:	Ongoing
Notes:	See Ongoing Programs Matrix for proposed projects this year.
Budget:	Approximately \$300,000 per year plus any grants received is allocated to support this program.



2016 - 2021 Transportation Improvement Program

Urban Development Road Program

Program Summary



Program Manager:	Susan Wilson
Program Description:	The Urban Development Program will help identify road projects that stimulate economic development and directly support industrial and commercial development. This program will build projects that don't necessarily rank high in the traditional categories of safety and mobility but are critical to stimulate business development in the urban area of Clark County.
Basis:	Complete urban corridors, enhance freight movement and improve intersection concurrency issues.
Timeline:	Ongoing
Notes:	See Ongoing Programs Matrix for proposed projects this year.
Budget:	Approximately \$100,000 per year plus any grants received are allocated to support this program.

GLOSSARY OF FREQUENTLY USED TERMS AND ACRONYMS

ACP Annual Construction Program.

ADT Average Daily Traffic.

Access

Access is a means of approach to provide vehicular or pedestrian entrance or exit to a property. This may not necessarily include all movements.

Access Management

Access management is the process of providing and managing access to land development while preserving the regional flow of traffic in terms of safety, capacity, and speed.

A.M. Peak Hour

A.M. peak hour is identified by a one hour period in the morning when traffic flow increases. The a.m. peak hour typically occurs between 6:30 a.m. and 9:00 a.m. Traffic volumes occurring during the a.m. peak hour are used to calculate the overall operation of a roadway or intersection.

Arterial

An arterial is a major street carrying the traffic of local and collector streets to and from freeways and other major streets. Arterials generally have traffic signals at intersections and may have limits on driveway spacing and street intersection spacing (CCC 40.350.030(A)(5)(a)).

Biological Assessment

A biological assessment is an environmental document required for compliance with the Endangered Species Act for projects with federal funding or permits.

BRAC

Bridge Replacement Advisory Committee. The BRAC exists to advise WSDOT on the selection of appropriate bridge projects for funding under the federal Highway Bridge Replacement and Rehabilitation Program (HBRRP).

CAPP

County Arterial Preservation Program (State funding source) is a funding source for the County Road Administration Board (CRAB). CAPP is designed to assist counties to preserve their existing paved arterial road networks.

CCC Clark County Code.

CCRP

Corridor Congestion Relief Program (State funded).

CDBG

Community Development Block Grant. Block grants are targeted for low and moderate-income areas. Improvements usually consist of sidewalk and capital improvement programs.

CMAQ

Congestion Mitigation and Air Quality Improvement (Federal funding source). This funding is for projects that create a direct air quality benefit, leading toward attainment or maintenance of a National Ambient Air Quality Standard (NAAQS).

CRAB

County Road Administration Board. This agency is funded from the portion of the counties' fuel tax that is withheld for state supervision, and from a small portion of the two grant programs that it administers. The Board establishes and maintains "Standards of Good Practice" to guide and ensure consistency and professional management of county road departments in the State of Washington.

CRF

Clark County Road Fund. County road funds are established through annual County property tax, gas tax and other revenues.

C-TRAN

Clark County Public Transportation Benefit Area Authority, the transit agency for Clark County, Washington.

CWP Clean Water Program.

Capacity

The maximum rate of flow at which vehicles can be reasonably expected to traverse a point or uniform segment of a lane or roadway during a specified time period under prevailing roadway, traffic, and control conditions; usually expressed as vehicles per hour.

Collector Streets – Urban Collector

Collectors – Urban Collector. "Urban collector" provides for land access and traffic circulation within and between residential neighborhoods, and commercial and industrial areas. Direct access to adjacent land uses, however, is still subordinate to traffic movement. Access to abutting properties is controlled through the use of raised channelization, driveway spacing and pavement markings. Typically, collectors are not continuous for any great length, nor do they form a connected network by themselves. Parking is allowed only on two-lane urban collectors (see the Standard Details Manual) where bike lanes are not specified (CCC 40.350.030(A)(5)(b)).

Comprehensive Plan

A long-range plan, typically looking twenty to fifty years into the future, is intended to guide growth and development of a community. Comprehensive Plans are required by the Growth Management Act for specific counties and cities in

Washington State. The Plans establish goals and policies for managing population growth and land development while ensuring that the growth is adequately served by public facilities. Ordinance 1995-12-47 and Ordinance 1996-05-01 adopted the Clark County 20 Year Comprehensive Growth Management Plan.

Concurrency

The Concurrency ordinance (CCC 12.40) was adopted in response to the Washington State Growth Management Act, which required local jurisdictions to adopt level-of-service (LOS) standards for the arterial road system and to ensure maintaining those standards when considering new development. This process is called Concurrency, which applies to any development, land division, site plan, and conditional use permit approvals. It is intended to implement CCC 12.05.303 of the Road Standards.

EA Environmental Assessment.

ESA

The Endangered Species Act was established in 1973 to preserve ecosystems of endangered and threatened species. The Act was recently amended to include various species of fish, wildlife, and plants throughout the United States.

Environmental Review

The consideration of environmental factors as required by the Washington State Environmental Policy Act (SEPA). The environmental review process is the procedure used by agencies and others under SEPA for giving appropriate consideration to the environment in agency decision-making (WAC 197-11-746).

FAST

On December 4, 2015, the president signed into law, the Fixing America's Surface Transportation Act (FAST) to improve the Nation's surface transportation infrastructure. This law officially replaces the Moving Ahead for Progress in the 21st Century Act (MAP-21). The FAST Act is the first long-term surface transportation authorization bill signed into law since 2005. The bill reforms and strengthens transportation infrastructure including our roads and bridges.

Functional Classification System

The purpose of a functional classification system for county roads is to define varying levels and types of transportation infrastructure and to provide for the safe and efficient movement of people and goods, while preserving residential areas and maintaining the economic vitality of commercial and industrial areas. The system classifies transportation facilities as either urban or rural roads. Within urban roads, they are further divided into arterials, collectors, and access roads; within rural roads, they are divided into arterials, collectors and access roads. The county's classification system is intended to be in compliance with the federal classification system (CCC 40.350.030(A)(4)).

Growth Management

A group of strategies used by a government to direct the timing, location and type of development in a community.

Growth Management Act (GMA)

The State of Washington's Growth Management Act was adopted in 1990 to address the negative consequences of unprecedented population growth and suburban sprawl in the State. The GMA requires all cities and counties in the State to do some planning and has more extensive requirements for the largest and fastest-growing counties and cities in the State. Its requirements include guaranteeing the consistency of transportation and capital facilities plans with land use plans.

HSIP

Highway Safety Improvement Program (HSIP) began in FY 2006 to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The HSIP requires data-driven, strategic approach to improving highway safety.

HRRRP

High Risk Rural Road Program (HRRRP). FAST replaces The Moving Ahead for Progress in the 21st Century Act (MAP-21) which eliminated the \$90 million set-aside for the HRRR program. A new HRRR Special Rule was created under 23 USC 148(g). The HRRR Special Rule requires a State to obligate a certain amount of funds on HRRRs if the fatality rate is increasing on rural roads. In Washington, this grant is administered by the Washington State Department of Transportation (WSDOT).

Impacts

Impacts are the effects or consequences of actions. Environmental impacts are effects upon the elements of the environment (WAC 197-11-752).

Interchange

A system of interconnecting roadways in conjunction with one or more grade separations, providing for the movement of traffic between two or more roadways on different levels.

Intersection

The general area where two or more highways join or cross, within which are included the roadway and roadside facilities for traffic movements in that area.

Land Use

The type of activity associated with a specific geographic area. Land use categories can be broad (residential, retail, office, industrial, and recreational), or they can be very specific (single-family residential, convenience market, or elementary school). In order to estimate trip generation characteristics for a specific geographic area, it is necessary to know both the type and intensity of land use (single-family residential land use at a development intensity of eight units per acre).

Level of Service (LOS)

The Level of Service is a grading system developed by the transportation profession to quantify the degree of comfort (including such elements as speed, travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles) afforded to drivers as they travel through an intersection or roadway segment. LOS is expressed as a letter grade that ranges from "A", indicating that drivers will experience little, if any delay, to "F", indicating significant traffic congestion and driver delay will occur.

Local Residential Access Streets

Local residential access streets provide direct access to adjoining properties within a neighborhood. Through trips are discouraged and parking is allowed. In general, these streets do not directly connect to arterials or collectors (CCC 40.350.030(A)(5)(c)(2)).

MAP-21

On July 6, 2012, the president signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 represents a milestone for the U.S. economy – it provides needed funds and, more importantly, it transforms the policy and programmatic framework for investments to guide the growth and development of the country's vital transportation infrastructure.

MVFT Motor Vehicle Fuel Tax.

Mitigation

(1) Avoiding impacts altogether by not taking a certain action or parts of an action; (2) minimizing impacts by limiting the degree or magnitude of the action and its implementation by using appropriate technology, or by taking affirmative steps to avoid or reduce impacts; (3) rectifying impacts by repairing, rehabilitating, or restoring the affected environment; (4) reducing or eliminating impacts over time by preservation and maintenance operations during the life of the action; (5) compensating for impacts by replacing, enhancing or providing substitute resources or environments; and/or, (6) monitoring impacts and taking appropriate corrective measures (WAC 197-11-768).

Mode

The means by which travel is accomplished. Alternative modes of travel include walking, bicycling, auto, bus, light rail, airplane, ferry, etc.

National Highway Performance Program

The programs include the Interstate Maintenance program, National Highway System, and the Highway Bridge Replacement and Rehabilitation Program.

NAAQS

The National Ambient Air Quality Standards were set up by the Environmental Protection Agency (EPA) to help mitigate the health impacts of air pollution. EPA established NAAQS measure for six pollutants that include carbon monoxide, ozone, particulate matter, lead, sulfur dioxide, and nitrous oxide.

Non-attainment Area

Geographic area in which air pollution levels exceed the NAAQS.

UCP Urban Corridor Program (TIB Funding).

UAP Urban Arterial Program (TIB Funding).

UR-SP Urban Sidewalk Program (TIB Funding).

Peak Hour

Sixty consecutive minutes during which an intersection or roadway system experiences the greatest amount of traffic volume.

P.M. Peak Hour

A one hour period in the afternoon or evening when traffic flow increases. The p.m. peak hour typically occurs between 4 and 6 p.m. Traffic volumes occurring during the p.m. peak hour are used to calculate the overall operation of a roadway or intersection.

PLHD Public Land Highway Discretionary.

PWB

Public Works Board. The Public Works Board was created by the 1985 Legislature. The Board is comprised of local government officials, special purpose district representatives, and private sector members. The mission of the Washington State Public Works Board is "to assist Washington's local governments and private water systems in meeting their public works needs to sustain livable communities." The Board is authorized to loan money to counties, cities, and special purpose districts to repair, replace, or create domestic water systems, sanitary sewer systems, storm water systems, roads, streets, solid waste and recycling facilities, and bridges.

PWTF

Public Works Trust Fund. This trust fund is administered by the Public Works Board. The PWTF Construction and Pre-construction Loan Programs provide funds to design, repair, replace, or create a facility. These loans have a five to twenty year term with an interest rate of only one-half percent. The maximum for any agency is ten million dollars per biennium.

RAP

Rural Arterial Program (State funding source) is a CRAB funding source. In 1983 the legislature created the RAP to help finance reconstruction of rural arterial roads. The program is funded with 0.58 cents of the Motor Vehicle Fuel Tax (MVFT).

RCW

The Revised Code of Washington contains all the laws of the state of a general and permanent nature.

REET Real-estate Excise Tax

RCO Washington State Recreation and Conservation Office

RTC

Southwest Washington Regional Transportation Council. RTC is the regional transportation planning agency for Clark, Klickitat, and Skamania counties.

Right-of-Way

Right-of-way is property held by the county for existing or future public roads or other public improvements.

Roadway Conditions

The geometric characteristics of the street or highway, including the type of facility and its development environment, the number of lanes (by direction), lane and shoulder widths, lateral clearances, design speed, and horizontal and vertical alignments.

Roadway

A roadway is the improved portion of an easement or right-of-way, excluding curbs, sidewalks and ditches. Road, roadway and street will be considered interchangeable terms.

Roadway Section

A roadway section is a cross-section of a roadway which displays, travel lanes, turning lanes, bike lanes, sidewalks, and medians with their respective dimensions. Each classification of roadway has a corresponding roadway section.

SCFRRP

Salmon Creek/Fairgrounds Regional Road Plan.

SEPA

State Environmental Policy Act. SEPA is a state law requiring agencies to consider the environmental consequences of their decisions (WAC 197-11-790).

STP

Surface Transportation Program (Federal funding source). The objective of the STP is to fund construction, reconstruction, resurfacing, restoration and rehabilitation of roads functionally classified as arterials.

Signal Warrant

A criterion that must be met before the installation of a traffic signal can be considered.

Significant/Significance

- 1) Significant as used in SEPA means a reasonable likelihood of more than a moderate adverse impact on environment quality.
- 2) Significance involves context and intensity and does not lend itself to a formula or quantifiable test. The context may vary with the physical setting. Intensity depends on the magnitude and duration of an impact. The severity of an impact should be weighed along with the likelihood of its occurrence. An impact may be significant if its chance of occurrence is not great, but the resulting environmental impact would be severe if it occurred (WAC 197-11-794).

SWCAA

Southwest Washington Clean Air Agency, is a government agency responsible for air pollution control and planning in Clark, Cowlitz, Lewis, Skamania, and Wahkiakum Counties.

Stormwater Facility

Stormwater facility means the natural or constructed components of a stormwater drainage system, designed and constructed to perform a particular function, or multiple functions. Stormwater facilities include, but are not limited to, pipes, swales, ditches, open channels, culverts, storage basins, infiltration devices, catch-basins, manholes, dry wells, oil/water separators, and sediment basins (CCC 40.100.070).

TDM

Transportation Demand Management is a demand-based technique for reducing traffic congestion, such as ride-sharing programs and flexible work schedules enabling employees to commute to and from work outside of peak hours.

TIB

The Transportation Improvement Board is a state funding agency and administers several state funding programs. The mission of the TIB is to assist local agencies to preserve and improve transportation systems by providing financial assistance, supporting economic development, promoting multi-jurisdictional and multi-modal coordination and to promote public/private cooperation.

TIF

Transportation Impact Fee. TIF is the traffic impact component of a development impact fee that was adopted in August 2001 (ordinance number 2001-08-01A) and an update was newly adopted on September 25, 2007 (ordinance number 2007-09-14). An impact fee is a fee levied on a developer by the county as compensation for expected effects of the development.

TIP Six-Year Transportation Improvement Program.

UAP

Urban Arterial Program (State funding source) was established by the State in 1967 as the Urban Arterial Trust Account (UATA) and was designated as the AIP in July 1999. The purpose of this program is to fund city and urban county arterial road and street projects to reduce congestion and improve safety, geometrics, and structural concerns.

UCP

Urban Corridor Program (State funding source) was established by the State in 1988 as the Transportation Improvement Account (TIA) and was designated as the TPP in July 1999. The purpose of the program is to fund projects on the regional transportation plan that are necessitated by existing or future congestion due to economic growth.

UR-SP

Urban Sidewalk Program (State funding source) was established by the TIB in 1994 as the Pedestrian Facilities Program (TIA-PFP) and was designated as the PSMP in July 1999. The program goal is to enhance and promote pedestrian mobility by providing funding for pedestrian projects that provide access and connectivity of pedestrian facilities.

V/C Ratio

The ratio of volume to capacity for a traffic facility.

Volume

The number of vehicles passing a point on a lane or roadway during some time interval, often taken to be one hour, but may also be expressed in terms such as sub-hourly, daily, or annually.

WAC

Washington Administrative Code. The WAC is laws adopted by state agencies to implement state legislation.

WSDOT

Washington State Department of Transportation. WSDOT is a department of the State of Washington responsible for transportation related planning, management, and coordination.

WW&RP Washington Wildlife and Recreation Program.

Zoning

A map and ordinance text which divides a city or county into land use "zones" and specifies the types of land uses, setbacks, lot size, and size restrictions for buildings within each zone.