



**CLARK COUNTY**  
WASHINGTON

# 2021–2026 Transportation Improvement Program (TIP)

## Development and Engineering Advisory Board Meeting

October 1, 2020

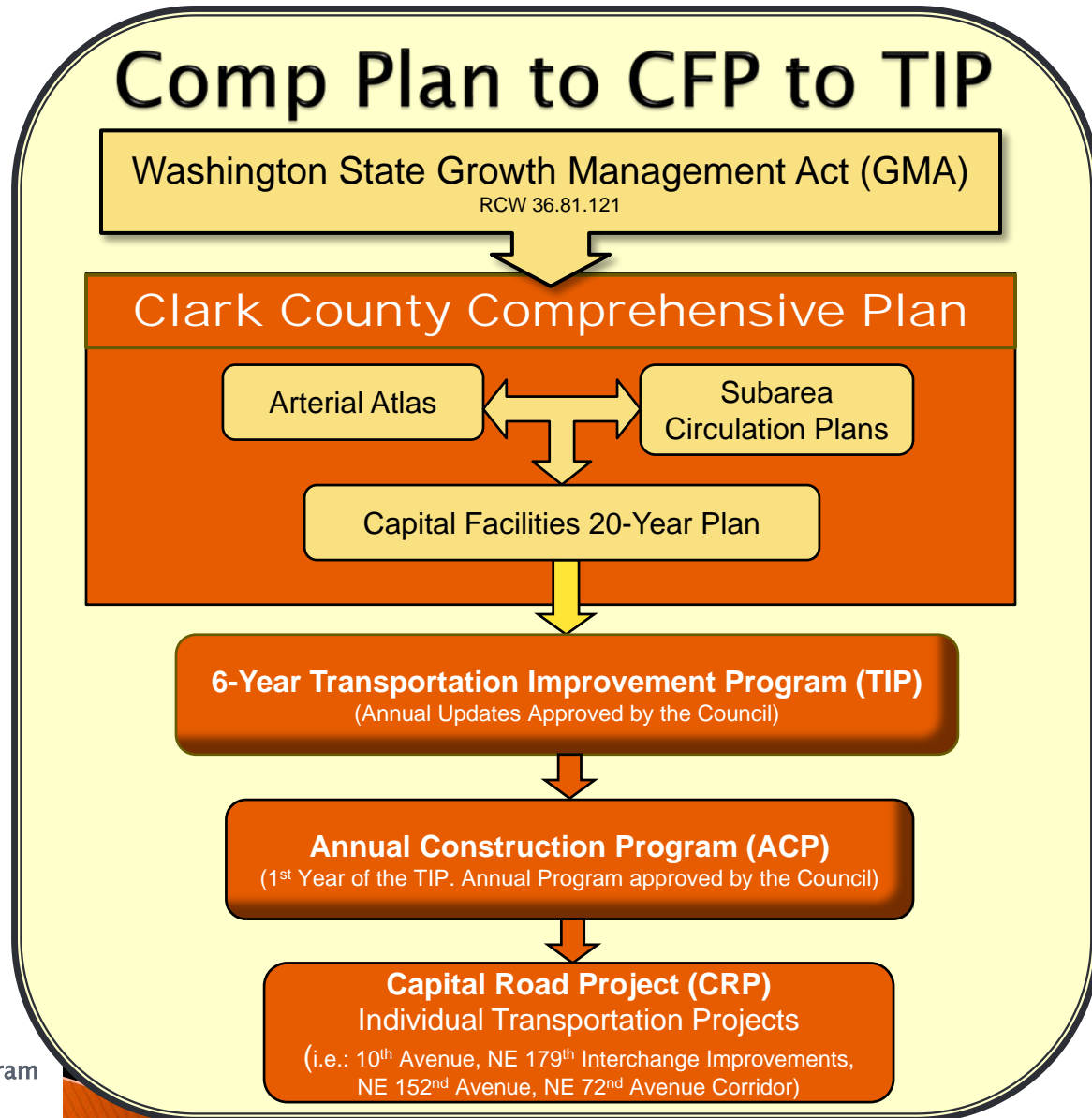
Clark County Public Service Center  
1300 Franklin Street, Vancouver, WA  
Hearing Room, 6th Floor

# Agenda

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- ▶ Capital Facilities Plan (CFP) to TIP
- ▶ Council Guiding Principles and Legalities
- ▶ Funding Details
- ▶ Project Accomplishments
- ▶ TIP Projects Map (funded)
- ▶ Construction Schedule
- ▶ Next Steps

# How does a project get on the TIP?



CFP = Capital Facilities Plan  
ACP = Annual Construction Program  
TIP = Transportation Improvement Program  
CRP = Capital Road Project

# Guiding Principals and Legalities

## Council Guiding Principles:

1. Debt Service
2. Safety & Preservation of existing Assets
3. Capital Projects

## Legal Requirements:

RCW 36.81 and WAC 136

All capital road projects are to be in ACP/TIP.

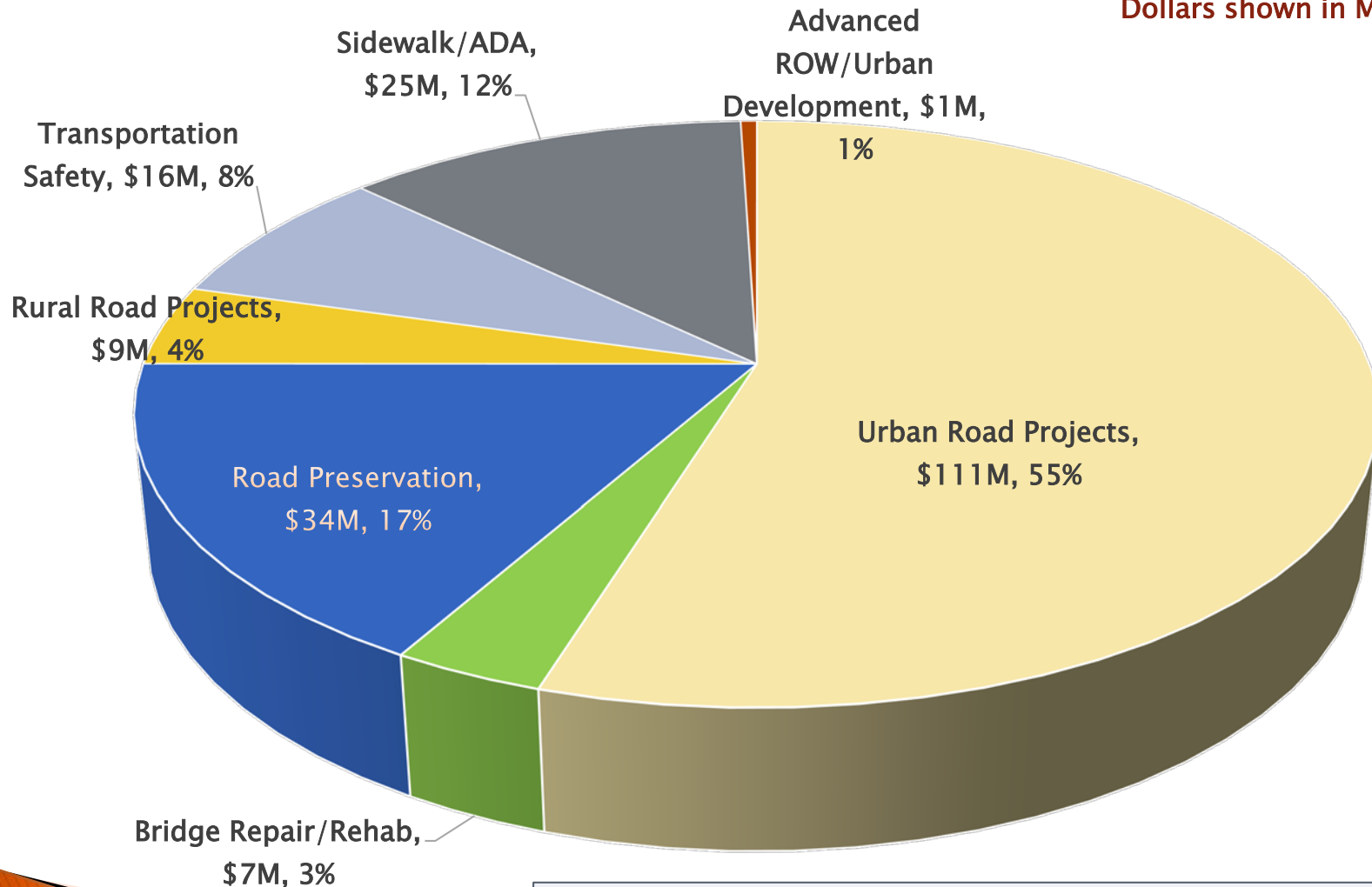
County Engineer to ***“develop and apply”*** priority programming.

Council adopts before budget – Council action required to later amend TIP.

TIP follows adopted policies and Comprehensive Plan via the Capital Facilities Plan.

# 6-Year TIP Capital Project Areas

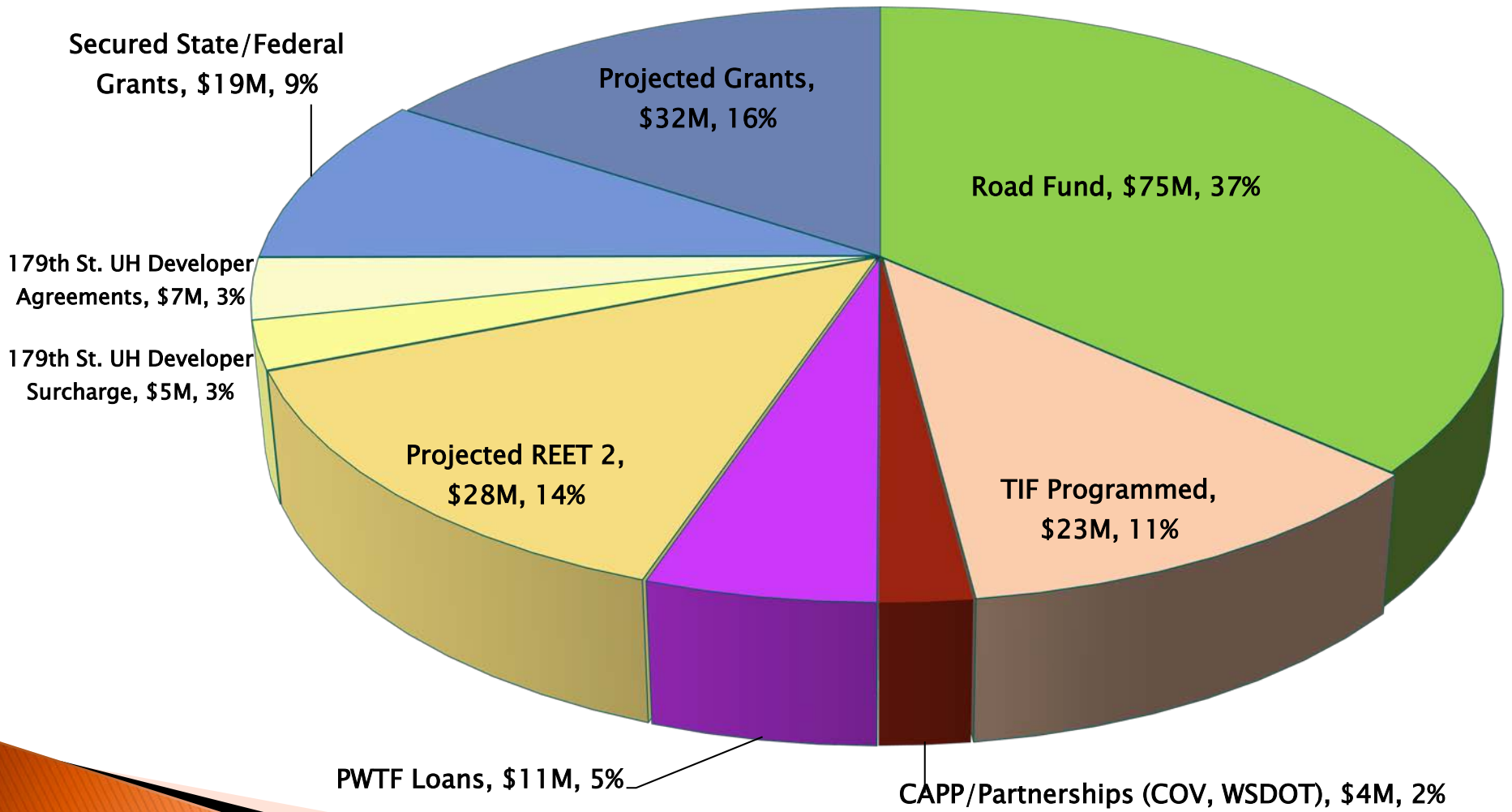
Dollars shown in Millions



**NOTE: Rural road projects overlaps in various categories, which includes:**  
~ Road Preservation = \$16-18M (Does not include non-capital work).  
~ Bridge Repair/Rehab = \$7M  
~ Transportation Safety = \$16M **RURAL ROAD WORK TOTALS: \$40M (20%)**

# 6-Year TIP Revenue Sources

Dollars shown in Millions



UH = Urban Holding  
TIF = Traffic Impact Fees  
CAPP = County Arterial Preservation Program



# Accomplishments: 119<sup>th</sup> Street Corridor

Before Construction



- ▶ NE 50<sup>th</sup> Avenue to SR-503
- ▶ 4 Phases
- ▶ Construction: 2013-2020

During Construction



## Funding Sources/Cost (millions)

County Road Fund	\$ 14.2
Federal Grant	\$ 11.5
State Grant	\$ 9.6
Traffic Impact Fees	\$ 10.4
REET2 (prior 2010)	\$ 3.0
Partnerships (Utility & Dev.)	\$ 6.6
<b>TOTAL</b>	<b>\$ 55.3</b>

REET2 = Real Estate Excise Tax 2



# Accomplishments: 119<sup>th</sup> Street Corridor



Construction Complete



# Accomplishments: 10<sup>th</sup> Avenue Corridor

- ▶ NE 141<sup>st</sup> Street to NE 164<sup>th</sup> Street
- ▶ 3 Phases (2 completed, 1 beginning construction)
- ▶ Construction: 2013–2022



## Funding Sources/Cost (millions)

County Road Fund	\$ 14.8*
*includes \$4.8M 2014 PWTF Loan	
Federal Grants	\$ 10.5
State Grant	\$ 1.5
Traffic Impact Fees	\$ 4.4
REET2 (\$3M)	\$ 8.8
Partnerships (Utility)	\$ 3.2
<b>TOTAL</b>	<b>\$ 43.2</b>

PWTF = Public Works Trust Fund  
REET2 = Real Estate Excise Tax 2

# Accomplishments: 10<sup>th</sup> Avenue Bridge



**Before Construction**  
10<sup>th</sup> Avenue / NE 154<sup>th</sup> Avenue  
(View looking north)



**During Construction**  
10<sup>th</sup> Avenue Bridge  
(View looking north)

Gap segment (NE 149<sup>th</sup> to NE 154<sup>th</sup> Street) scheduled to be under construction early 2021



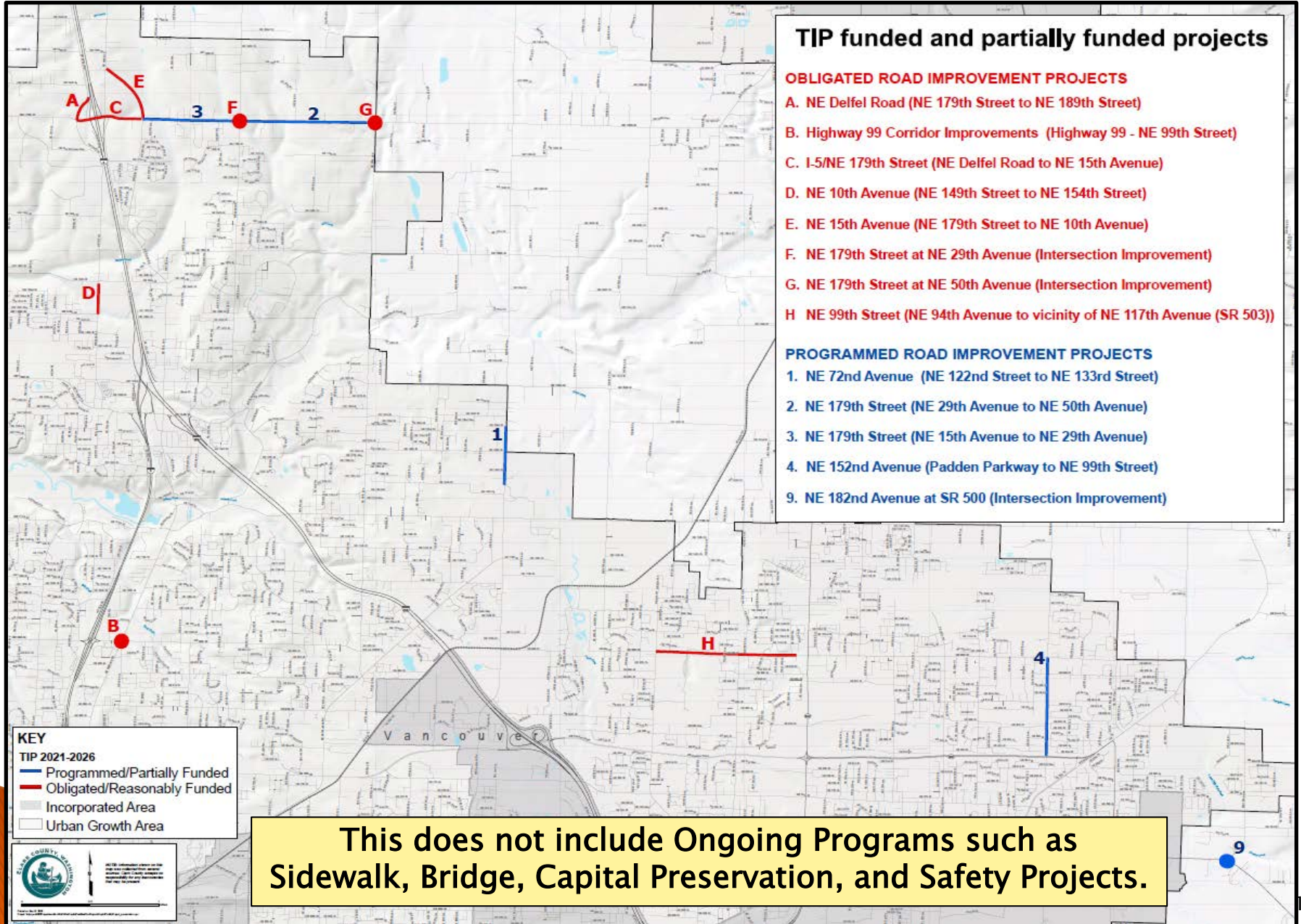
# Accomplishments: 10<sup>th</sup> Avenue Bridge



**Construction Complete**  
10<sup>th</sup> Avenue Bridge



# Projects Funded in the 2021-2026 TIP





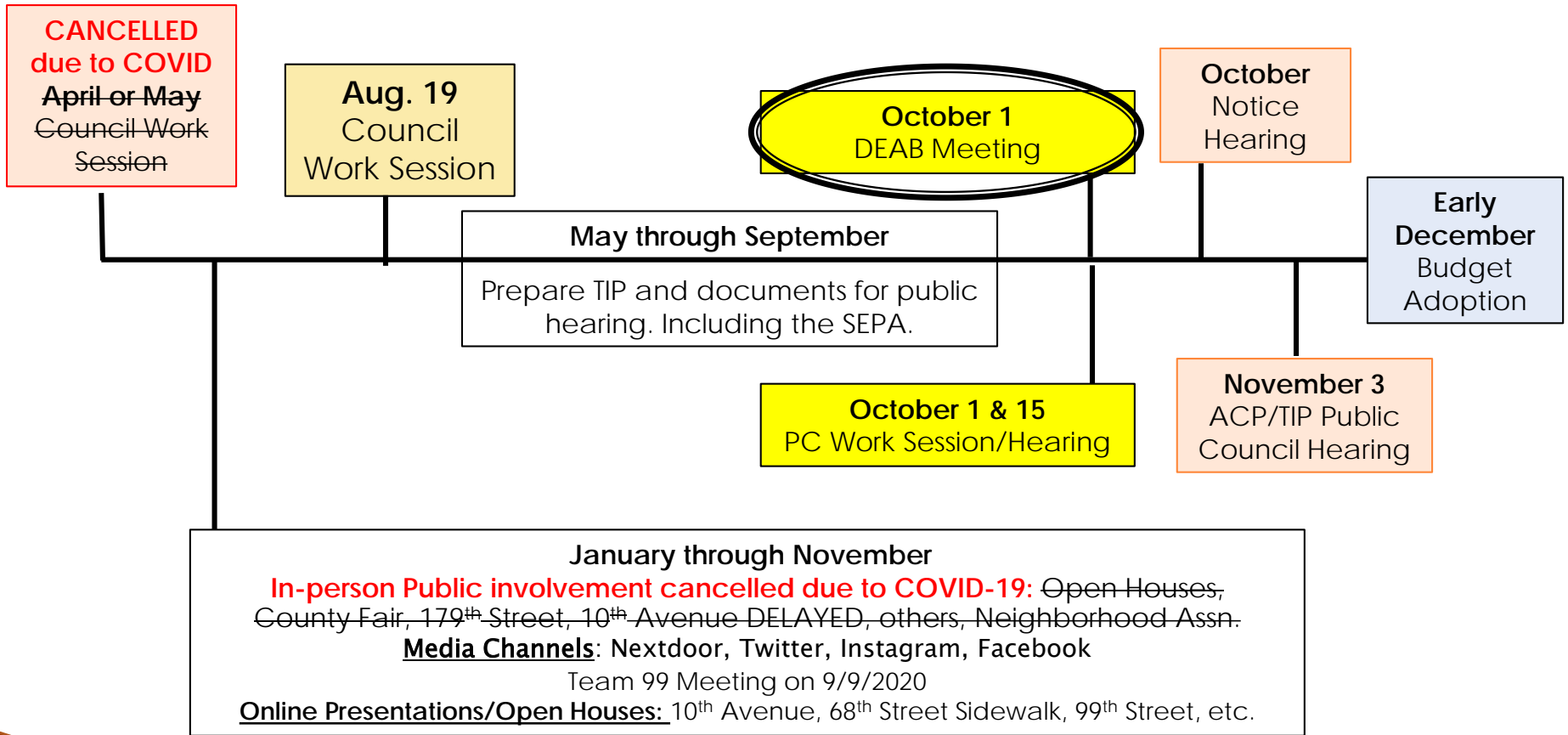
# Proposed Construction Schedule: 6-Year TIP

2020	2021	2022	2023	2024	2025	2026 and beyond
	<b>NE 10th Avenue (\$13M)</b> NE 149th Ave to NE 164th Ave	<b>NE 99th Street (\$24M)</b> NE 94th Ave to SR 503		<b>NE 15th Avenue (\$13M)</b> NE 179th St to NE 10th Ave		<b>NE 179th Street (\$24M)</b> NE 15th Ave to NE 29th Ave
<b>NE 119th Street East (\$15M)</b> NE 87th Ave to NE 112th Ave	<b>*Traffic Signal Optimization (\$1M)</b> NE 25th Ave to NE Ward Rd and 134th Corridor	<b>*NE 68th East Sidewalk (5M)</b> Highway 99 to St. Johns Rd (COV Partnership)	<b>I-5/NE 179th Street &amp; NE Delfel Realignment (\$15-17M)</b> NE Delfel Rd to NE 15th Ave (WSDOT and Private Developer Partnerships)			
<b>*NE Blair Road (\$3.4M)</b> SR-500 to MP 2.47	<b>Hwy 99 at 99th Street Intersection (\$3M)</b>	<b>*NE Hazel Dell Avenue Sidewalk (\$1.3M)</b> NE 99th St to NE 117th St	<b>NE 179th Street Intersection Improvements (\$38M)</b> at 29th Ave and 50th Ave			<b>NE 179th Street (\$24M)</b> NE 29th Ave to NE 50th Ave
<b>*NE Manley Road (\$6M)</b> NE 244th St to NE 82nd Ave		<b>*NE 119th St at NE 152nd Ave (\$4.5M)</b>		<b>NE 152nd Avenue (\$9M)</b> Padden to NE 99th St		
<b>*Hwy 99 Preservation (\$5M)</b> NE 78th to NE 134th St	<b>*Davis Bridge Replacement (\$2M)</b> Davis Rd E of Ward Rd		<b>NE 182nd Avenue at SR 500 (\$2M)</b> (WSDOT Partnership)		<b>NE 72nd Avenue (\$21M)</b> NE 122nd St to NE 179th St (may be built in phases. Intersections or corridor improvements under analysis)	
<b>*Lehto, Salmon Creek, Smith Bridges (\$2M)</b> Various locations		<b>*NE Munch Preservation (\$1M)</b> NE Cedar Creek Rd to NE 414th St	<b>*NE Mason Creek Culvert at NE 102nd Ave (\$1.6M)</b>		<b>*Highway 99 Sidewalks (\$7+M)</b> North of 99th Street	
<b>Ongoing Programs: 6-years</b> (some overlap w/ above)	<b>Road Preservation: \$34M</b>	<b>Bridge and Culvert Repair/Rehab Improvement Program: \$10M</b>		<b>Advanced Right of Way: \$60k</b>		
	<b>Sidewalks &amp; ADA: \$27M</b> (\$11M Sidewalk / \$16M ADA)	<b>Transportation Safety \$18M</b>		<b>Urban Development Roads: \$30K</b>		
		<b>Rural Road Improvement Program \$8M</b>				

\*Some Ongoing project also listed above

<b>Gray:</b>	Projects currently under construction or completed.
<b>Yellow:</b>	Fully Funded projects OR grant committed
<b>Blue:</b>	Urban Holding Projects
<b>Pink:</b>	Highest priority projects to seek funding
<b>White:</b>	Next Tier of project or Ongoing Projects

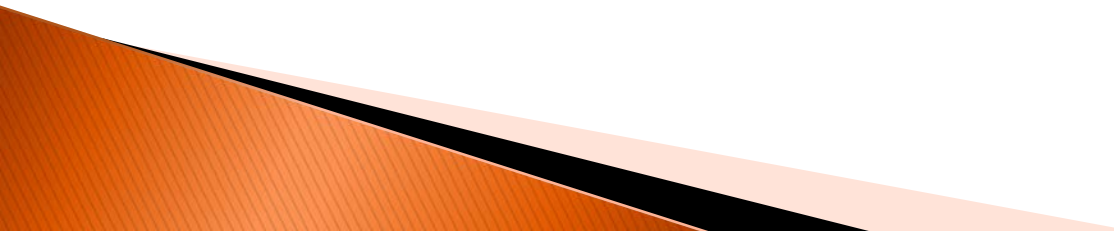
# Next Steps



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**Questions and Comments?**

**Thanks!**





# Evaluation System Criteria

Safety (33%)	Economic Development (29%)	Mobility (24%)
<p><b><u>Safety Rating</u></b> (30 Points)</p> <ul style="list-style-type: none"> <li>Collisions – Injuries, Fatalities</li> <li>Physical road features</li> </ul>	<p><b><u>Support Economic Development</u></b> (20 Points)</p> <ul style="list-style-type: none"> <li>Potential industrial &amp; commercial jobs created</li> <li>Focused Public Investment</li> <li>Freight access to highways</li> <li>Large development-ready parcels - CREDC</li> </ul> <p><b><u>Concurrency</u></b> (10 Points)</p> <ul style="list-style-type: none"> <li>Congestion: Level of Service &amp; Volume/Capacity ratio</li> <li>Urban Holding Areas</li> <li>De-facto moratorium and moratorium areas</li> </ul>	<p><b><u>Route Connectivity</u></b> (10 Points)</p> <ul style="list-style-type: none"> <li>Atlas- Links to other roadways</li> </ul> <p><b><u>Multimodal</u></b> (6 Points)</p> <ul style="list-style-type: none"> <li>Improves access to bicycle routes, transit, trails.</li> </ul>
<p><b><u>Comparison to Arterial Atlas</u></b> (10 Points)</p> <p>Existing roadway section to standard cross-sections in the County's Arterial Atlas (additional travel lanes, center/left turn lanes, sidewalks, bike lanes)</p>		
<p><b>Other 14%</b></p> <p>Environmental Impacts    Public &amp; Outside Agency Support    Leveraging of Outside Funding</p>		