Transportation System Plan

Sounding Board

January 18, 2022

Gary Albrecht, Matt Hermen, Rob Klug, Mike Sallis

Agenda

- Welcome – 5 min
- Sounding Board Topic schedule – 5 min
- Sounding Board Feedback on Neighborhood Circulation - 15 min
- Monthly topic: Regional Circulation – 60 min
- Sounding Board Feedback on Regional Circulation – 25 min
- Next Month's topic and Sounding Board Schedule – 5 min
- Public Input – 5 min

Sounding Board Topic Schedule

Date (3rd Tuesday of each month)	Agenda Items
6/15	Introduction to Sounding Board
7/20	Topic: Vehicular Transportation
8/17	Feedback Consensus: Vehicular Transportation Topic: Freight, Rail, Aviation
9/21	Feedback Consensus: Freight, Rail, Aviation Topic: Pedestrians, Bikes
10/19	Feedback Consensus: Pedestrians and Bikes Topic: Transit and Active Transportation
11/16	Feedback Consensus: Transit and Active Transportation Topic: Neighborhood Circulation
1/18	Feedback Consensus: Neighborhood Circulation Topic: Regional Circulation
2/15	Feedback Consensus: Regional Circulation Topic: Environment & Diversity, Equity and Inclusion
3/15	Feedback Consensus: Environment & Diversity, Equity and Inclusion Topic: Final Plan Development

Neighborhood Circulation Questions – November 2021

1. Should we revise minimum parking requirements for narrow lots to help reduce traffic congestion?
2. Should Clark County re-establish a Neighborhood Traffic Management Program? If yes, should funding be diverted from capital projects toward neighborhood traffic management?
3. As we come to an end of Sounding Board topics are there any topic that you want us to address that hasn't been talked about?

Sounding Board Review – Summary Feedback

- Evaluate amending parking requirements
  - Consider eliminating parking requirements based on land use types and institute performance based parking management.
  - Envision parking as a collective, rather than on-street and off-street separately.
- Institute a Neighborhood Traffic Management Program that responds to residents concerns and implements solutions.

- Please add an Environmental topic for the Sounding Board to review

Sounding Board Questions – January

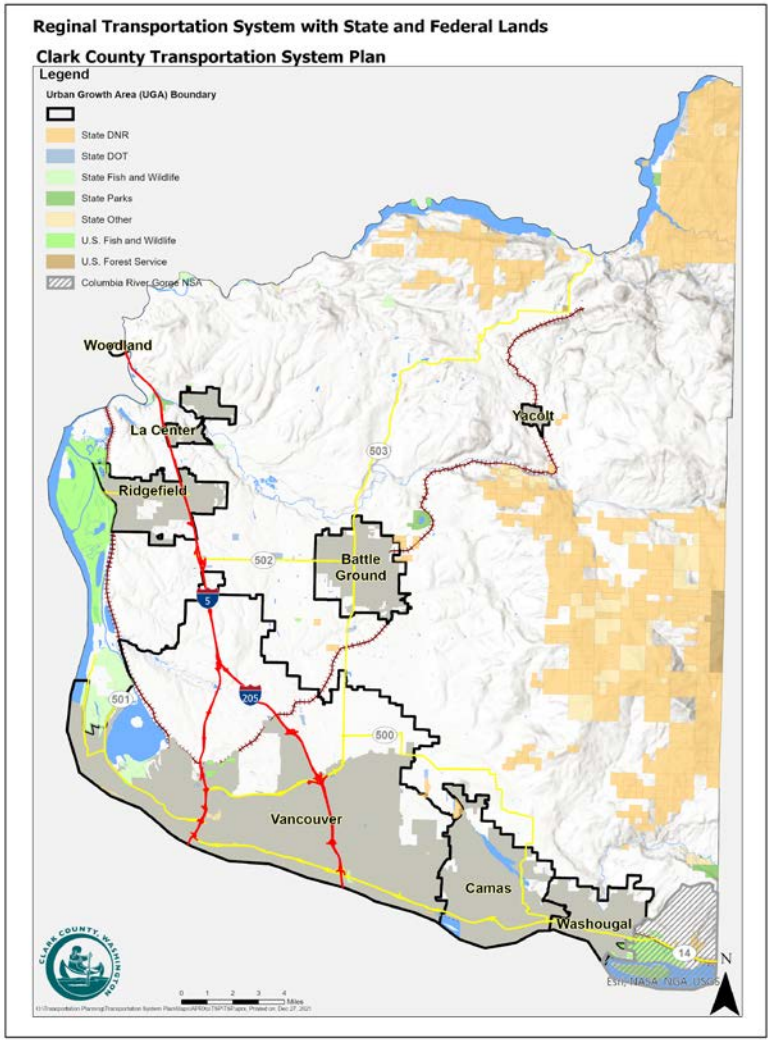
1. Are we fulfilling the Countywide Planning Policies to coordinate among jurisdictions?

2. Should Clark County revise the street classification system to improve mobility for the three user groups (pedestrians, bicyclists, and vehicles)?

3. Are there obvious differences in the transportation infrastructure between different jurisdictions in Clark County?

4. Should the level of service standards be consistent between jurisdictions in all of Clark County?

Clark County Regional Transportation System



Policy Framework

Policies

- Clark County Countywide Planning Policy 5.0.1 discusses working with Regional Transportation Council (RTC) to reduce reliance on single occupancy vehicle transportation, encourages energy efficiency, recognizes financial constraints, and minimizes environmental impacts of the transportation systems development, operation and maintenance.

- RTC's Regional Transportation Planning Program created a formal mechanism for local governments and the state to coordinate transportation planning for regional transportation facilities. RTC planning must involve cities, counties, WSDOT, transit agencies, ports, and private employers. The regional planning organization is required to:

  Prepare a Regional Transportation Plan;

  - Certify that countywide planning policies and the transportation element of local comprehensive plans are consistent with the Regional Transportation Plan; and
  - Develop and maintain a six-year Regional Transportation Improvement Program.

Comparison of Government Goals and Policies by Jurisdiction

Clark County's goals and policies guide the investment of the transportation infrastructure. The state of Washington and the Federal Government allocate grant funding to local jurisdictions to build, improve and enhance transportation networks. In order to remain competitive for grants, Clark County's goals and policies must align with state and federal goals and policies to ensure common objectives are met.

	Land Use Linkage	Multi-modal	Preservation	Mobility	Safety	Financial Viability	Economic Development	Management and Operations	Environment	Stewardship
Clark County	✓	✓	✓	✓	✓	✓	*		*	
2019 Regional Transportation Plan (RTC)		✓	✓	✓	✓	✓	✓	✓	✓	
Washington State Transportation Plan		✓	✓	✓	✓	✓	✓	✓	✓	✓
United States			✓	✓	✓		✓	✓	✓	✓

* Clark County's Goals for Safety, Land Use Linkage, Mobility, Multi-modal, Preservation and Financially Viable are contained in the Transportation Element of the Comprehensive Plan. The Comprehensive Plan has and Economic Development and Environmental Element, as well.

Conclusion of Government Goals & Policies Comparison

Clark County and the greater Portland/Vancouver metropolitan area has been and is forecasted to experience major population and employment growth over the next twenty years. Managing growth ensures that our resident's quality of life in our communities.

Goals and policies listed in tables above indicate that there is a gap in the system for Clark County with Management and Operations, route connectivity and the environment.

- Additional analysis is needed to maximize efficient management and operation of the transportation system through transportation demand management and transportation system management strategies.
- Route connectivity in the TIP Evaluation criteria and the county transportation goals can be improved by creating a new policy that addresses route connectivity for improvements with the reliability for personal travel and freight movement by increasing route choices.

Countywide Planning Policies

- 5.0.1 Clark County, Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Organization (RTPO), state, bi-state, municipalities and CTRAN shall work together to establish a truly regional transportation system which:
  - reduces reliance on single occupancy vehicle transportation through development of a balanced transportation system which emphasizes transit, high capacity transit, bicycle and pedestrian improvements and transportation demand management;
  - encourages energy efficiency;
  - recognizes financial constraints; and,
  - minimizes environmental impacts of the transportation systems development, operation and maintenance.
- 5.0.2 Regional and bi-state transportation facilities shall be planned for within the context of countywide and bi-state air, land and water resources.
- 5.0.3 The state, MPO/RTPO, county and the municipalities shall adequately assess the impacts of regional transportation facilities to maximize the benefits to the region and local communities.
- 5.0.4 The state, MPO/RTPO, county and the municipalities shall strive, through transportation system management strategies, to optimize the use of and maintain existing roads to minimize the construction costs and impact associated with roadway facility expansion.
- 5.0.5 The county, local municipalities and MPO/RTPO shall, to the greatest extent possible, establish consistent roadway standards, level-of-service standards and methodologies and functional classification schemes to ensure consistency throughout the region.

Countywide Planning Policies (Continued)

- 5.0.6 The county, local municipalities, C-TRAN and MPO/RTPO shall work together with the business community to develop a transportation demand management strategy to meet the goals of state and federal legislation relating to transportation.

- 5.0.7 The state, MPO/RTPO, county, local municipalities and C-TRAN shall work cooperatively to consider the development of transportation corridors for high capacity transit and adjacent land uses that support such facilities.

- 5.0.8 The state, county, MPO/RTPO and local municipalities shall work together to establish a regional transportation system which is planned, balanced and compatible with planned land use densities; these agencies and local municipalities will work together to ensure coordinated transportation and land use planning to achieve adequate mobility and movement of goods and people.

- 5.0.10 State or regional facilities that generate substantial travel demand should be sited along or near major transportation and/or public transit corridors.

Metropolitan Planning Organizations (MPO)

- An agency created by federal law to provide local elected officials input into the planning and implementation of federal transportation funds to metropolitan areas with populations of greater than 50,000.
- The Federal-Aid Highway Act of 1962
  - Mandated the formation of MPOs, has implemented that MPOs must plan for regional transportation planning expenditures and are responsible for the continuing, cooperative, and comprehensive transportation planning process for their urbanized area.
- 1973 Highway Act and the Urban Mass Transit Act
  - Perform significant planning and programming of federally funded highways and transit projects. The policy leadership, committees, professional staff, and consultants, combined with the administrative capability to support MPO planning processes, constitute the core elements of MPOs activities.

Regional Transportation Council

Comprehensive, Coordinated and Continuing Cooperation, with:

- Regional Agencies
- Local Government
- User & Other Groups
- Private Sector
- Legal System
- Federal Government
- Tribal Governments
- States

Regional Transportation System

Regional Transportation Facilities

An inventory of Clark County's transportation system establishes baseline conditions to serve as a starting point for the identification of future system needs.

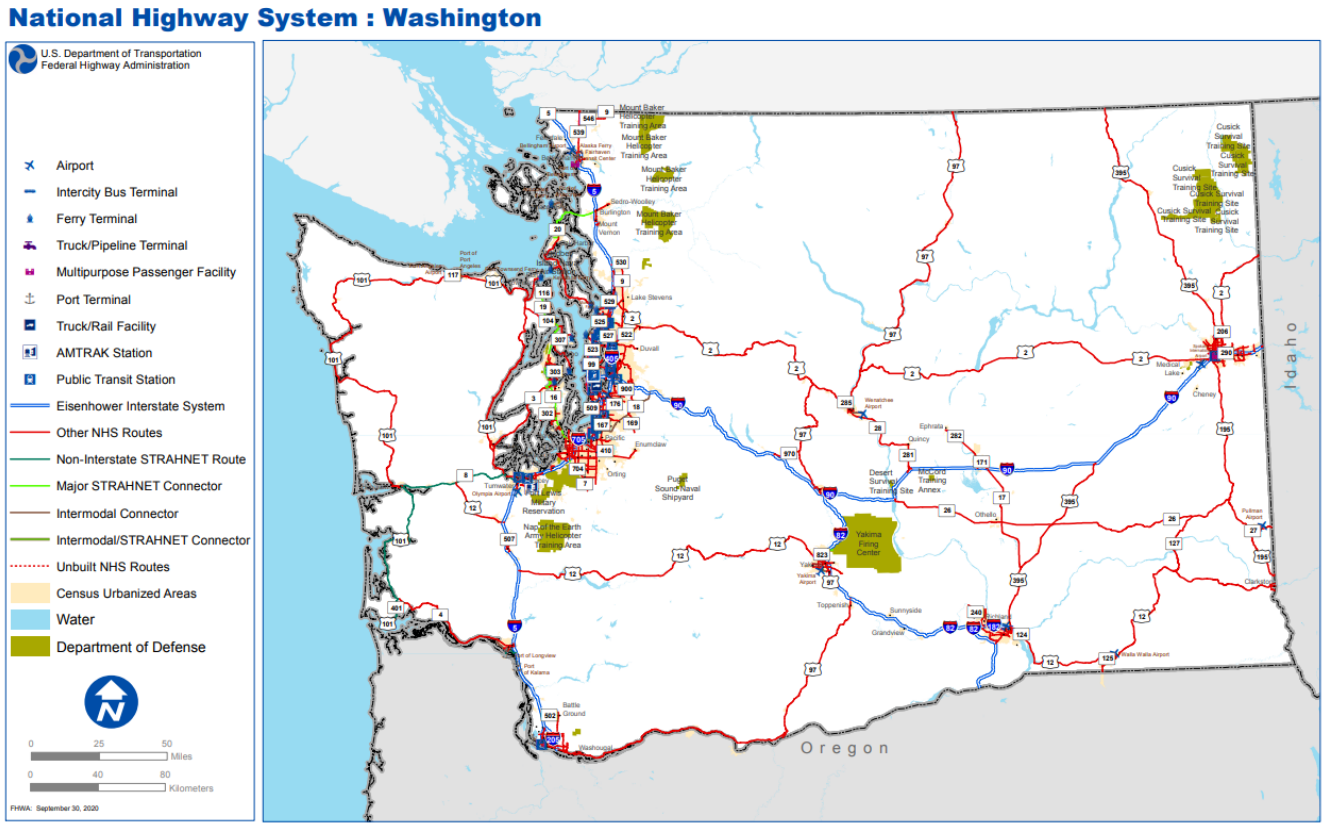
Regional transportation system includes:

- All state transportation facilities and services (including highways, state-owned park-and-ride lots, etc.),
- local freeways,
- expressways,
- principal arterials,
- high-capacity transit systems and other transportation facilities
- and services like airports, rail facilities and marine facilities.

Regional Transportation Facilities

National Highway System

- Includes the Interstate Highway System as well as other roads important to the nation's economy, defense and mobility.



Regional Transportation Facilities

Highways of Statewide Significance

- Defined by state legislature that includes I-5, I-205, SR-14 and part of SR-501 to access the Port of Vancouver.

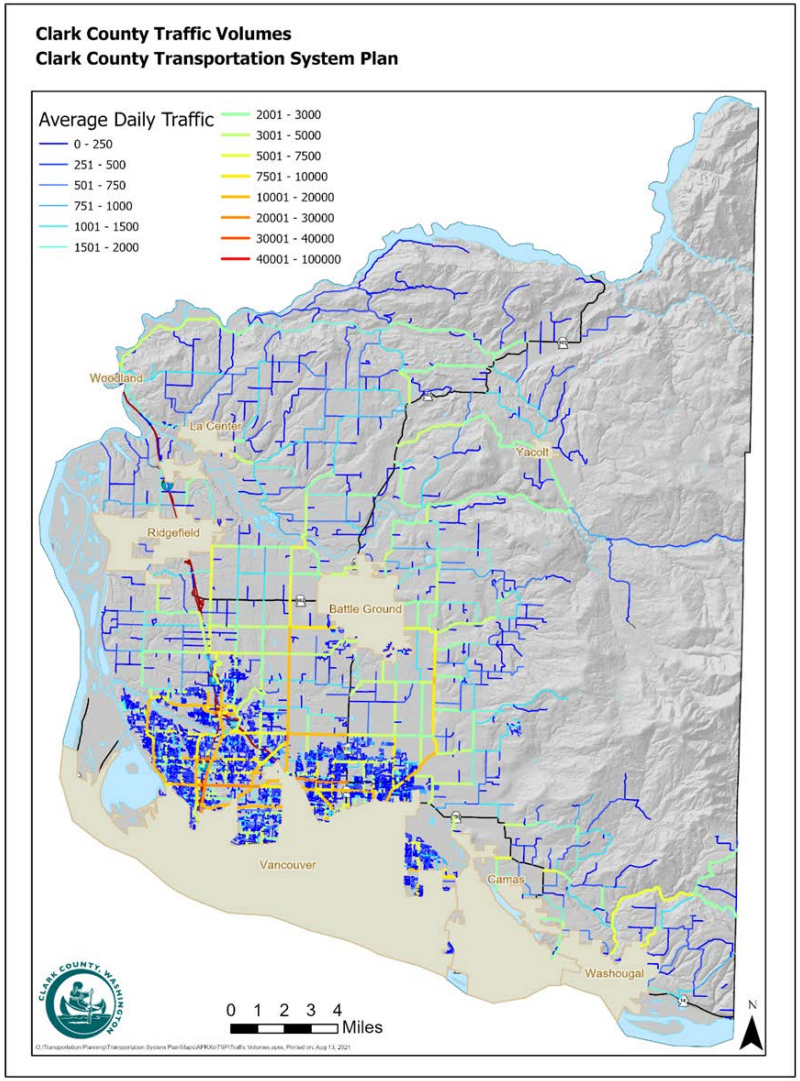
State Route Mileage in Clark County, 2020

Facility	Begins	Ends	Route Mileage
I-5	Oregon State Line, Interstate Bridge	Cowlitz Co. Line	20.78
I-205	Oregon State Line, Glenn Jackson Bridge	I-5 Interchange	10.57
SR-14	Interchange with I-5, Vancouver	Skamania Co. Line	21.52
SR-500	Interchange with I-5	SR-14 Intersection, Camas	22.65
SR-501 S. Section	Interchange with I-5	Terminus of south segment	9.72
SR-501 Couplet	Interchange with I-5	Terminus of south segment	0.55
SR-501 N. Section	City of Ridgefield	Interchange, I-5 at Pioneer	2.97
SR-502	Interchange with I-5, at N.E. 219th St.	Intersection with SR-503	6.12
SR-503	Interchange with SR-500	Cowlitz Co. Line	27.60

Source: WSDOT State Highway Log

Existing Traffic Volumes

- In general, the average daily traffic volumes are higher near the periphery of the Vancouver City Limits.
- Though traffic has fluctuated up and down due to development patterns and changes in the roadway network, countywide traffic growth has been about seventy-nine (79) percent over the past five years.

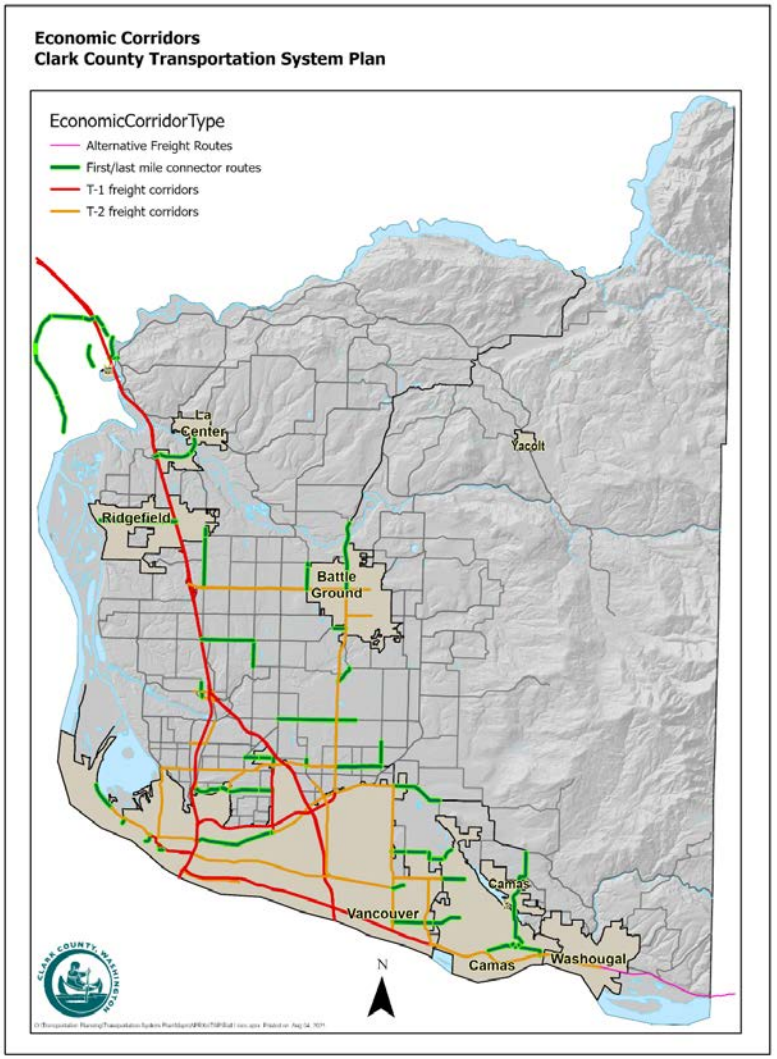


Freight Corridors

Washington State Freight and Goods Transportation System (FGTS) classifies highways, county roads, and city streets according to the average annual gross truck tonnage they carry.

The FGTS uses five truck classifications, T-1 through T-5, depending on the annual gross tonnage the roadway carries. Clark County has roadways that are classified into every level.

- T-1: more than 10 million tons per year
- T-2: 4 million to 10 million tons per year
- T-3: 300,000 to 4 million tons per year
- T-4: 100,000 to 300,000 tons per year
- T-5: at least 20,000 tons in 60 days and less than 100,000 tons per year



Airports

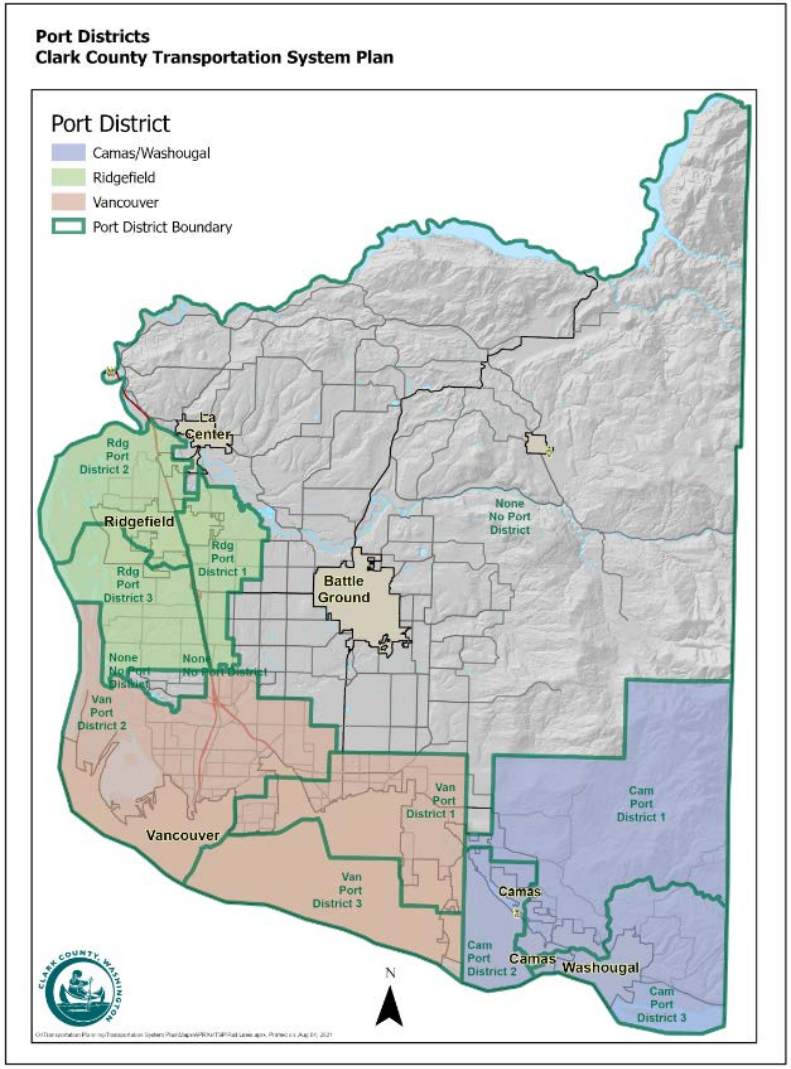
Airports are an important economic benefit to Clark County. The influence on local and regional economic activity extends well beyond the airport site.

Port Districts

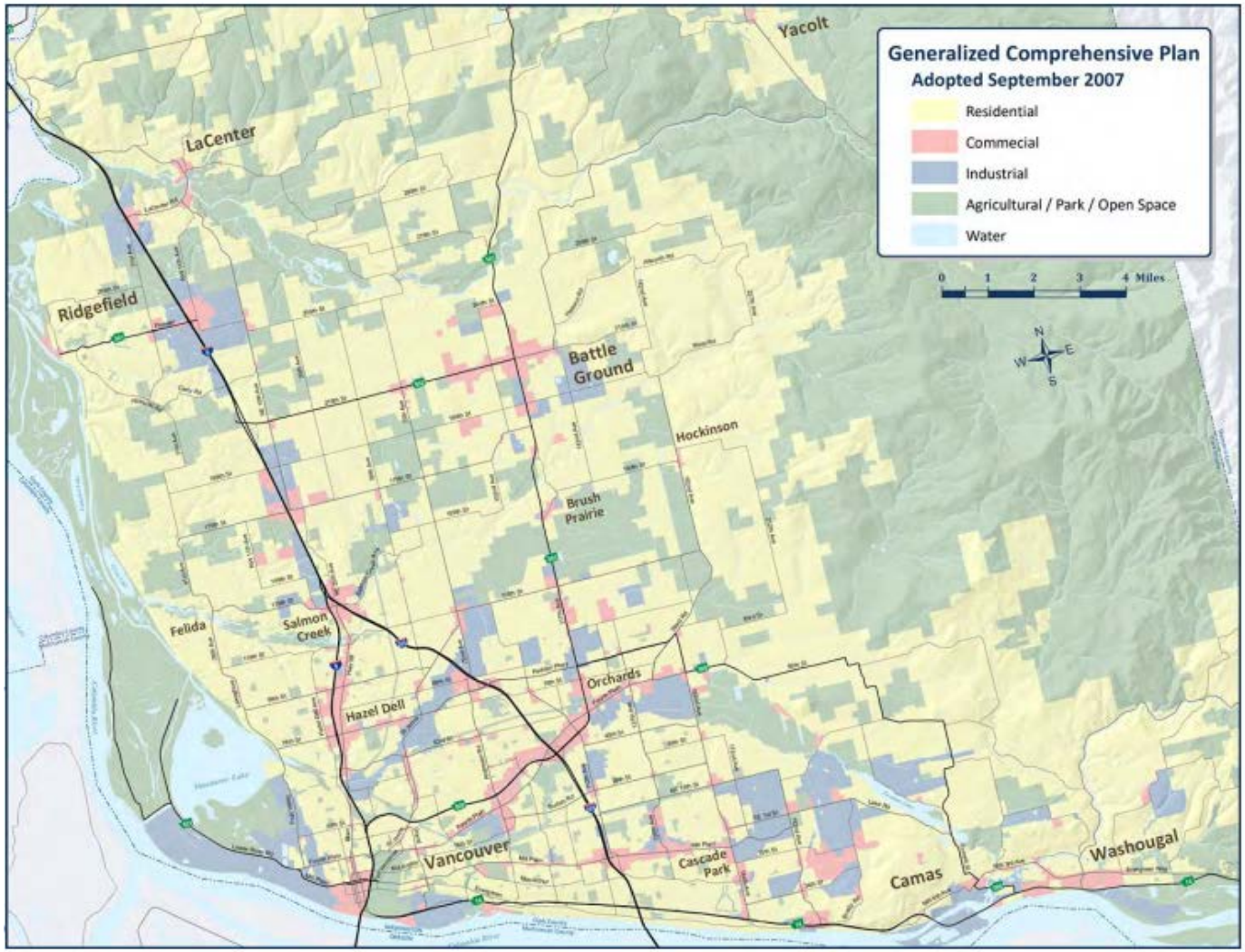
Clark County has three port districts:

- Port of Vancouver,
- Port of Camas-Washougal, and
- Port of Ridgefield.

Only the Port of Vancouver provides commercial waterborne shipping facilities.



Land Use



Source: 2019 Regional Transportation Plan, Page 24

Population Growth

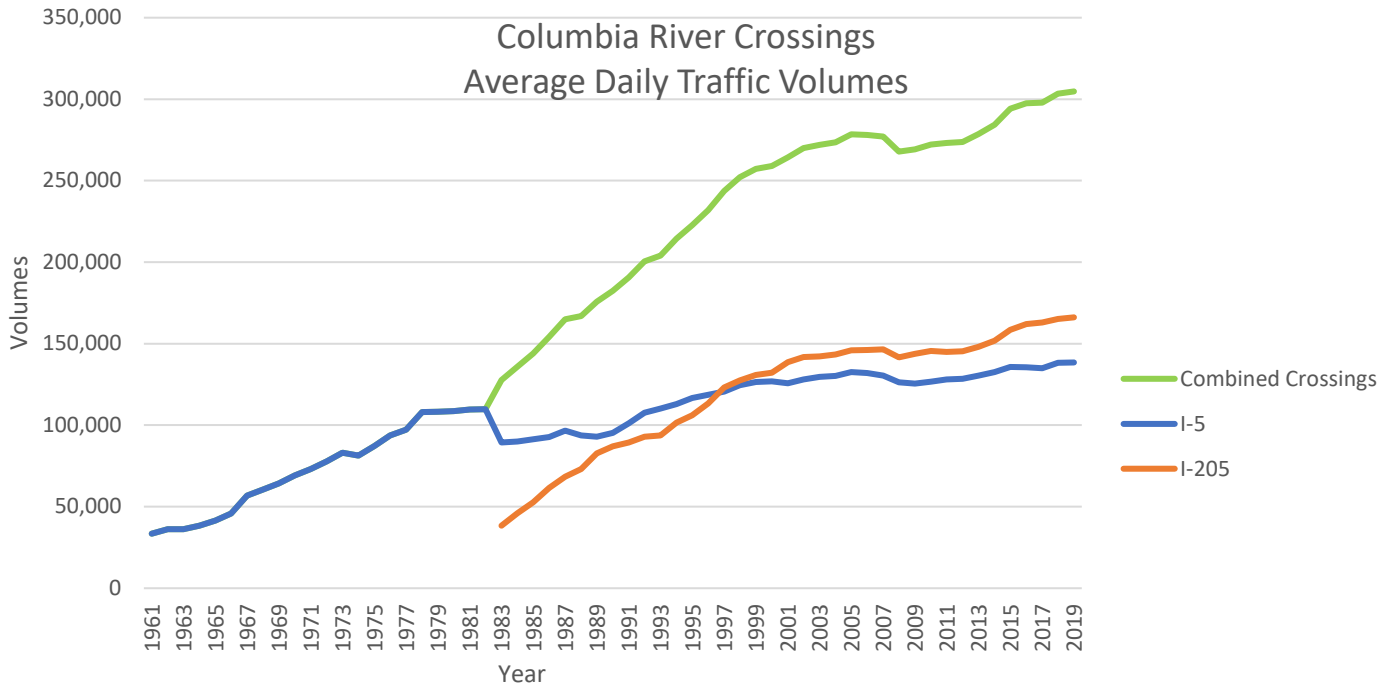
Table 1.2 | 2035 Population Estimates by Jurisdiction

UGA	2015 Population	2015 – 2035 Change	2035 Population
Clark County	62,205	12,859	75,064
Battle Ground UGA	20,871	17,572	38,443
Camas UGA	22,843	11,255	34,098
La Center UGA	3,209	4,433	7,642
Ridgefield UGA	6,575	18,919	25,494
Vancouver UGA	315,460	56,601	372,061
Washougal UGA	15,932	6,415	22,347
Woodland	89	229	318
Yacolt UGA	1,661	303	1,964
Total	**448,845**	**128,586**	**577,431**

Sources: Clark County GIS. Projected 2035 population based on OFM allocation and 1.26% growth rate. 2015 population is based on incorporation of UGA area.

Columbia River Crossings

RTC compiles the Columbia crossing traffic counts provided by Oregon Department of Transportation from these recorders or from estimates provided by ODOT.



System Performance

Concurrency Standard Comparison

Jurisdiction	Street Segment LOS Measure	Intersection LOS Measure
Clark County	Volume-to-Capacity Ratio	Level of Service
City of Battle Ground	Capacity Evaluations	Level of Service
City of Camas	Volume-to-Capacity Ratio	Level of Service
City of La Center	Volume-to-Capacity Ratio	Level of Service
City of Ridgefield	Volume-to-Capacity Ratio	Level of Service
City of Vancouver	Concurrency Corridor Classifications	None
City of Washougal	Volume-to-Capacity Ratio	Level of Service
Town of Yacolt	Volume-to-Capacity Ratio	Volumes
WSDOT	Level of Service Standards	None

Level-of-Service (LOS)

Level-of-Service standards can be based on performance along a segment of a roadway or at an intersection.

Classification	A	B	C	D	E	F
Type I Urban Arterials Roadway Segment: Avg. Travel Speed (mph)	>42	>34 - 42	>27 - 34	≥21 - 27	≥16 - 21	< 16
Type II Urban Arterials Roadway Segment: Avg. Travel Speed (mph)	≥35	≥28 - 35	≥22 - 28	≥17 - 22	≥13 - 17	< 13
Signalized Intersections Delay per Vehicle (seconds)	≤10	> 10 - 20	> 20 - 35	> 35 - 55	> 55 - 80	> 80
Unsignalized Intersections Delay per Vehicle (seconds)	0 -10	> 10 - 15	> 15 - 25	> 25 - 35	> 35 - 50	> 50

Source: Highway Capacity Manual, Transportation Research Board

System Performance

Performance measures are used to determine the degree of success that a project or program has had in achieving its stated goals and designed to track progress. Clark County relies on RTC's system management.

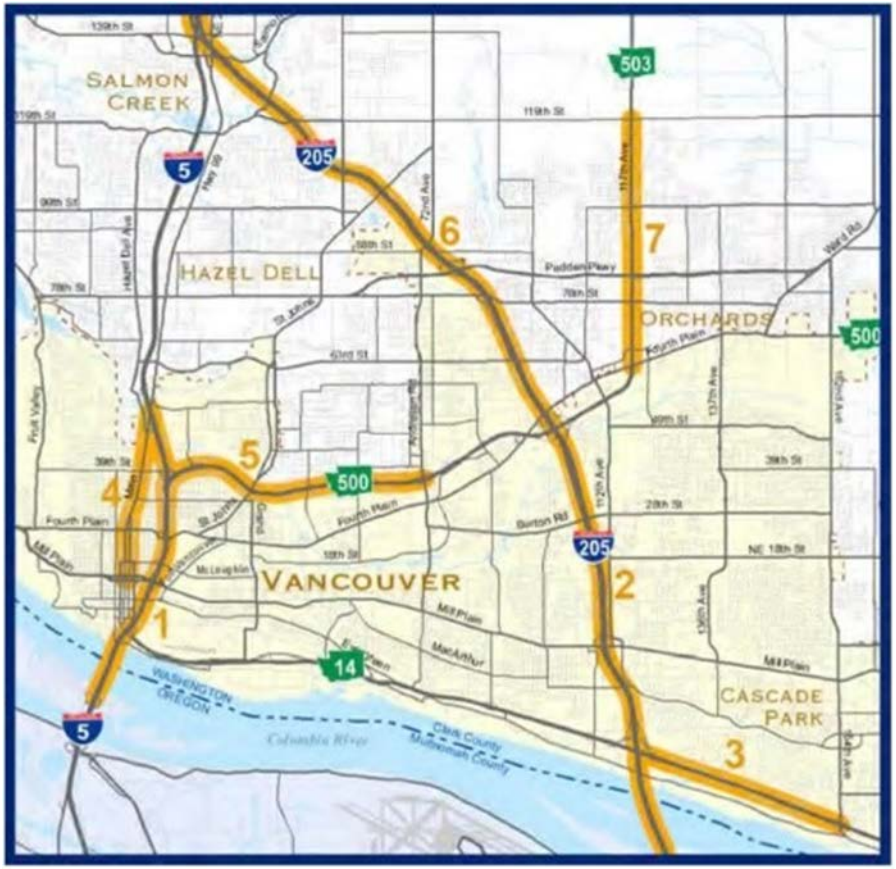
Rank	Corridor	Volume to Capacity Ratio
1	I-5: Main Street to Jantzen Beach (AM)	1.00
2	I-205, Padden to Airport Way (AM)	>0.94
3	SR-14, I-205 to 164th Av. (PM)	>0.93
4	Main Street, Ross St. to Mill Plain (AM)	0.93
5	SR-500, Andresen to I-5 (AM)	0.86
6	I-205, I-5 to Padden (AM)	0.86
7	SR-503, Fourth Plain to NE 119th St. (PM)	>0.82

Source: *Congestion Management Process, 2019 Monitoring Report*

Corridor capacity ratio is an indicator of congestion. The higher the ratio, the more traffic congestion a driver is likely to experience. A corridor with capacity ratio above 0.90 is very congested.

System Performance

Highest volume corridors include I-5, I-205, SR 503, SR-14, and portions of Main Street.



Emerging Technologies in Clark County

Washington Transportation Plan 2040 and Beyond states that “the increasing automation of vehicles and their connection to other vehicles and infrastructure – leading eventually to cars and trucks that drive themselves or require very little human interaction – highlights the potential benefits, risks, and uncertainties we face from the technological transformation of mobility.

The following additional system safety policies promote transportation-efficient communities.

- Clark County supports automated transportation technology that enhances freight, aviation, transit, passenger rail, as well as connected, shared and electric vehicles.
- Clark County supports AV technology that reduce injuries, saves lives lost to vehicle collisions, reclaims time spend in traffic, maximizes our ability to move people and goods quickly and safely through the county.
- Clark County supports AV technology that improve mobility for the elderly and disabled, reduce property damage and serving as an important tool in our efforts to combat climate change.

Existing Transportation Revenue Sources

GMA requires that there is a balance between proposed land use, resulting traffic forecasts and transportation improvements directed by the LOS standards and available revenues.

Funds for roadway-related activities come from five general sources:

- County Road Fund revenue from property tax;
- Public Works Trust Fund loans;
- Local improvement district bonds;
- Traffic Impact Fees; and,
- State sources
  - Gas Tax Allocations
  - Sales Tax Allocations
  - Grants
- Federal sources
  - Grants

Potential new transportation revenue sources

Washington State Road Usage Charge Pilot Project is a per-mile charge drivers would pay based on how much they use Washington's road system rather than pay by the gallons of gas they buy. This approach is similar to how people pay for their utilities, including electricity or water.

Washington State Road Usage Charge Assessment Links: Assessment Pilot Program

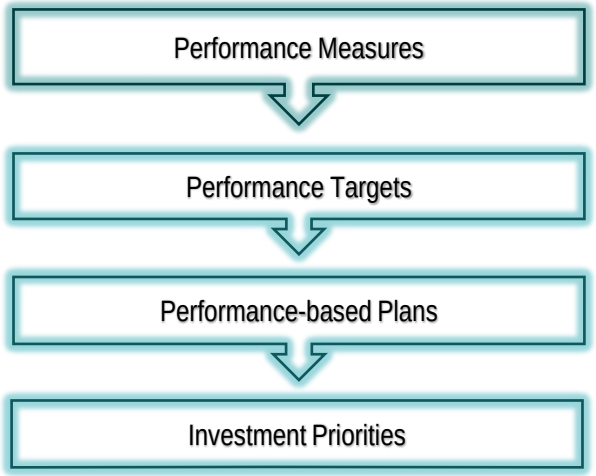
Washington State Department of Transportation (WSDOT) envisions a future where automated, connected, electrified, and shared mobility contributes toward a safe and efficient transportation system that emphasizes public transit and active transportation and promotes livable (walkable/bikeable), economically vibrant communities with affordable housing and convenient access to jobs and other activity centers.

Washington State Cooperative automated transportation (CAT) Link: CAT

Performance Measures – Connecting the Plans

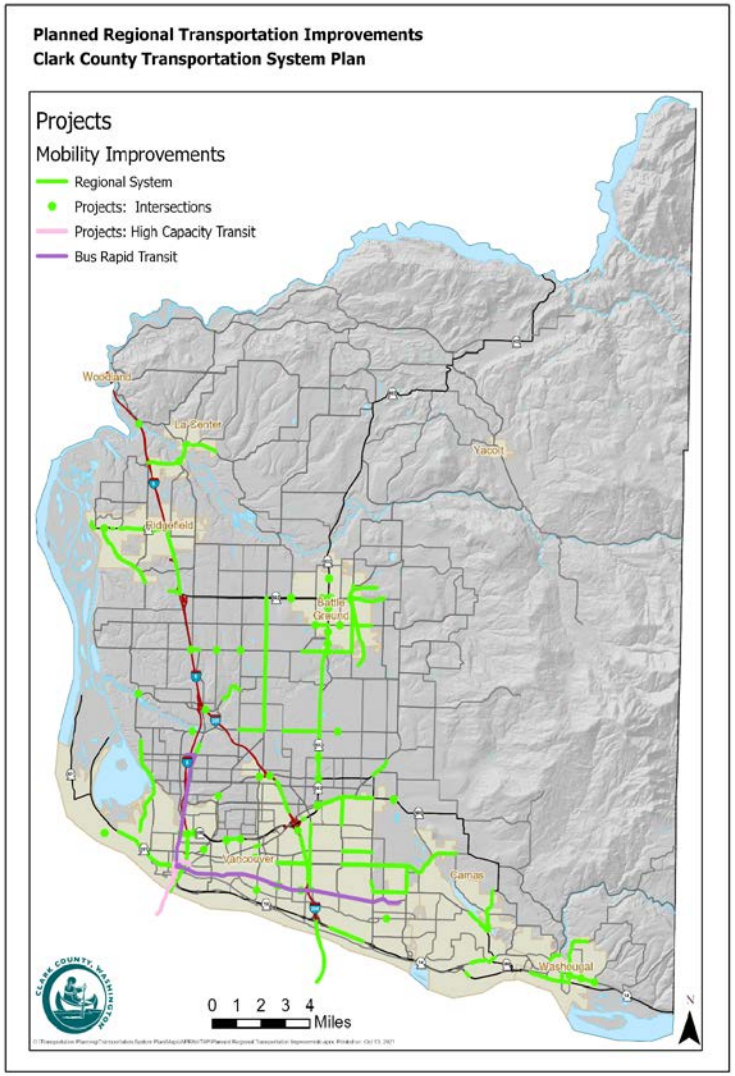
Metro is responsible for coordinating development of their Regional Transportation Plan in cooperation with the region's transportation providers that includes Port of Vancouver, RTC, Washington Department of Transportation and other Clark County governments.

The federal transportation act, MAP-21 (2012), set in motion the requirement to have a performance-driven, outcomes-based, transportation planning and decision making process.

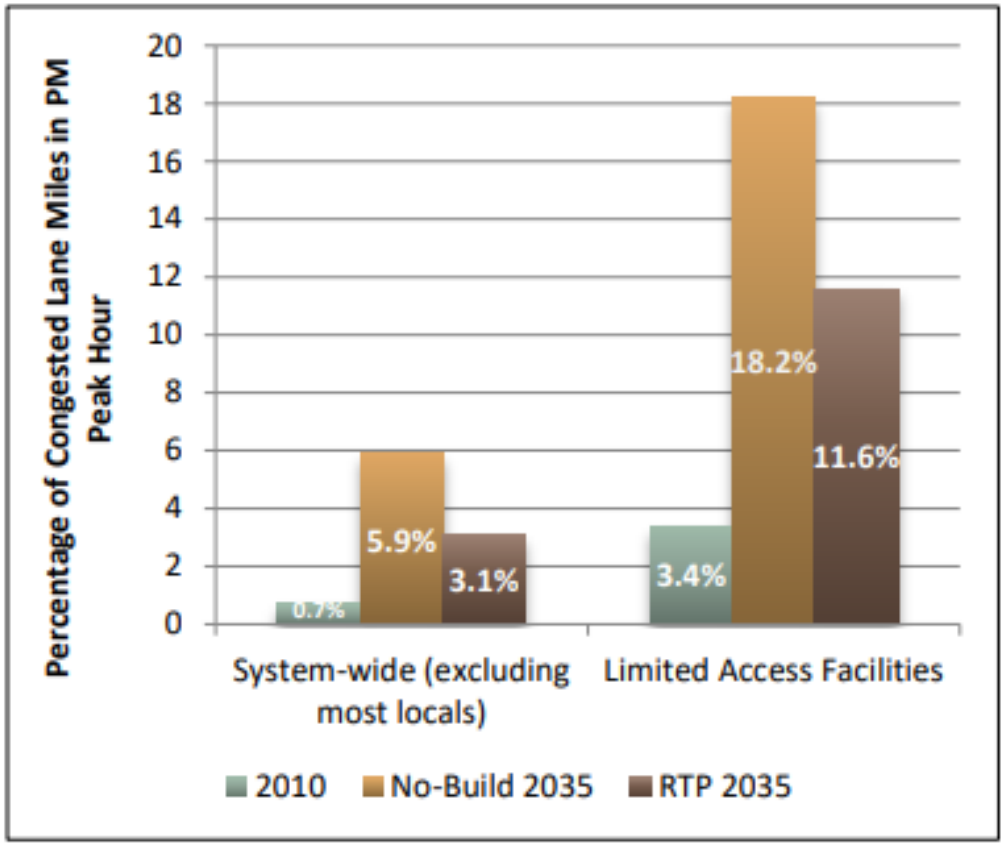


Regional Transportation Plan

The Regional Transportation Plan identifies the region's existing and future travel demands and recommends policies, transportation strategies, and projects to meet the transportation needs. Transportation projects from state and local plans are included in the RTP.



Regional Transportation Plan Effect



Source: RTC Regional Travel Forecast Model

Performance Measures – Coordination of Plans

RTC prepares a Unified Planning Work Program (UPWP) is prepared annually and documents the transportation planning activities to be carried out by RTC as the Metropolitan Planning Organization (MPO) for Clark County (within the Portland-Vancouver metropolitan area).

Metro is responsible for coordinating development of their Regional Transportation Plan in cooperation with the region's transportation providers that includes Port of Vancouver, RTC, Washington Department of Transportation and other Clark County governments.

Metro Regional Mobility Policy Link:
Regional Mobility Policy

WSDOT is continually improving its approach to a consistent performance-based decision-making process

Performance Measures – Connecting the Plans

Washington State law lists policy goals of the transportation system that state transportation agencies apply across all modes of transportation (RCW 47.04.280):

- Preservation
- Safety
- Stewardship
- Mobility
- Economic Vitality
- Environment

Performance Measures – Connecting the Plans

Network performance measures are provided below as a general guide to aid in the consideration of potential transportation analysis performance measures.

Performance Measure	
Measure of Effectiveness	
	Mobility
Volume to Capacity Ratio	●
Demand to Capacity Ratio	○
Average Daily Traffic to Capacity Ratio (ADT/C)	●
Percent Change in Volume	○
Vehicle-Miles of Travel (VMT)	○
Person-Miles Traveled (PMT)	○
Duration of Congestion	●
Queue Length	●
Travel Time	○
Level of Service (LOS)	
Motorized Vehicle Level of Service	◑
Multimodal Level of Service (MMLOS)	●
Truck Level of Service Index	○

Source: ODOT APM Appendix 9A

- ● Best Practice or recommended measure
- ◑ Screening measure
- ○ Supplemental measure

Performance Measures – Connecting the Plans (continued)

Accessibility	
Accessibility for Motorized Vehicles, Pedestrians and Bicyclists	○
Accessibility for Transit Riders	○
Safety	
Crash Rate	◑
Safety Priority Index System (SPIS)	◑
Change in Crash Frequency Using Crash Modification Factors (CMFs) or Crash Reduction Factors (CRFs)	●
Excess Proportions of Specific Crash Types	◑
Expected or Predicted Crash Frequency	○
Conflicts	○
Other Multimodal Performance Measures	
Mode Share	●
Transit Service Miles per Capita	○

Source: ODOT APM Appendix 9A

- ● Best Practice or recommended measure
- ◑ Screening measure
- ○ Supplemental measure

Performance Measures – Connecting the Plans (continued)

Other Multimodal Performance Measures	
Mode Share	●
Transit Service Miles per Capita	○
Infrastructure Efficiency	
Network Connectivity and System Completeness	●
Out of Direction Travel	○
Intersection Density	●
Bicycle or Pedestrian Level of Traffic Stress	●

Source: ODOT APM Appendix 9A

- ● Best Practice or recommended measure
- ◑ Screening measure
- ○ Supplemental measure

Performance Measures – Connecting the Plans

WSDOT's Practical Solutions Performance Framework includes performance measures and metrics developed to help WSDOT advance the six transportation policy goals. WSDOT has created performance measures for Mobility and Economic Vitality.

The Mobility Performance Framework (MPF)includes three objectives;
Maintain and Improve Accessibility,
Increase and Maintain Predictability and increase and maintain efficiency.

MPF land context are based on three land use categories.

Rural
Town/urban
Urban Core

Performance Framework is an evolving process. WSDOT is continually improving its approach to consistent performance-based decision- making process.
Framework Link:
PMF

Performance Measures – Connecting the Plans

Potential roadway-type combinations

Context / Roadway	Rural	Rural Center	Urban
Principal Arterial			
Minor Arterial			
Collector			
Local			

Legend

Performance Measures – Connecting the Plans

RCW 36.70A.108 authorizes comprehensive plans, transportation elements, to develop multimodal transportation improvements and strategies.

There are two categories of accessibility performance measures:

- Multimodal Accessibility: The ease of reaching destinations (e.g. jobs, services, schools, ports) from a specific location by different travel modes.
- Quality of Service: Convenience and ease of accessing destinations, by mode.

Performance measures Links:
Multimodal Accessibility
Quality of Service

Performance Measures – Connecting the Plans

Accessibility Performance Measures: Multimodal

PERFORMANCE MEASURE	PERFORMANCE METRICS	APPROPRIATE CONTEXTS
ACCESSIBILITY		
Category: Multimodal Accessibility		
Major Destinations Accessible	Access to jobs by driving, transit, biking, and walking (Access Score Work)	Town/urban
		Rural Center
	Access to non-work destinations by driving, transit, biking, and walking (Access Score Non-Work)	Town/urban
Pedestrian Facility Availability & Connectivity	Percent of missing pedestrian facilities within xx mile on each side of corridor segment	Town/urban
		Rural
	Pedestrian crossing opportunities per mile	Town/urban
		Rural Center
	Intersection density	Town/urban
Bicycle Facility Availability & Connectivity	Percent of missing bicycle facilities within xx miles on each side of corridor segment	Town/urban
Transit Facility Availability & Connectivity	Presence of local transit/regional service	Town/urban
		Rural Center
	Population/jobs within 1/2 mile of transit stop	Town/urban
	Frequency of transit service	Town/urban
		Rural Center

Performance Measures – Connecting the Plans

Accessibility Performance Measures: Quality of Service

ACCESSIBILITY		
Category: Quality of Service		
Motorist Quality of Service	Hours of traffic congestion	Town/urban
	Intersection delay	Town/urban
	Travel time (speed), autos and transit	Town/urban
Transit Rider Quality of Service	Transit Facility Availability & Connectivity (several performance metrics)	Town/urban
		Rural Center
	Major Destinations Accessible(two performance metrics)	Town/urban
		Rural
	Travel time (speed)	Town/urban
		Rural Center
	Transit mode shift potential tool	Town/urban
		Rural Center
Pedestrian Quality of Service	Level of pedestrian stress	Town/urban
		Rural Center
Bicycle Quality of Service	Bicyclist level of traffic stress	Town/urban
		Rural Center

Performance Measures – Connecting the Plans

Predictability Performance Measures: Travel Reliability

PREDICTABILITY		
Category: Travel Reliability		
Modal Reliability	Travel time reliability	Town/urban
		Rural Center
	Percent transit on-time	Town/urban
PREDICTABILITY		
Category: Network Resiliency		
Multimodal Redundancy	Percent of corridor segments lacking a connecting and parallel network (by mode: roadway, pedestrian, bicycle, transit)	Town/urban
		Rural

Performance Measures – Connecting the Plans

Efficiency Performance Measures

EFFICIENCY		
Category: Mode Usage		
Mode Share	Percent mode shares (by mode)	Town/urban
		Rural Center
	Transit mode shift potential (commuter, non-commuter)	Town/urban
		Rural Center
EFFICIENCY		
Category: Utilization		
Person Occupancy	Persons per vehicle (PMT/VMT)	Town/urban
Multimodal Capacity Usage	Transit persons carried per capacity provided	Town/urban
Throughput	Vehicle throughput	Town/urban
		Rural
	Person throughput	Town/urban
		Rural Center
	Freight throughput	Town/urban
		Rural Center

WSDOT Mobility Performance Framework

Measuring accessibility grows understanding

- Accessibility is defined as the “ability to easily connect to goods and services across modes, abilities, and socioeconomic groups.”

Measuring predictability

- Predictability is defined as “consistency of travel time and experience by mode, including measurement of congestion as well as options to avoid congestion.”

Measuring efficiency

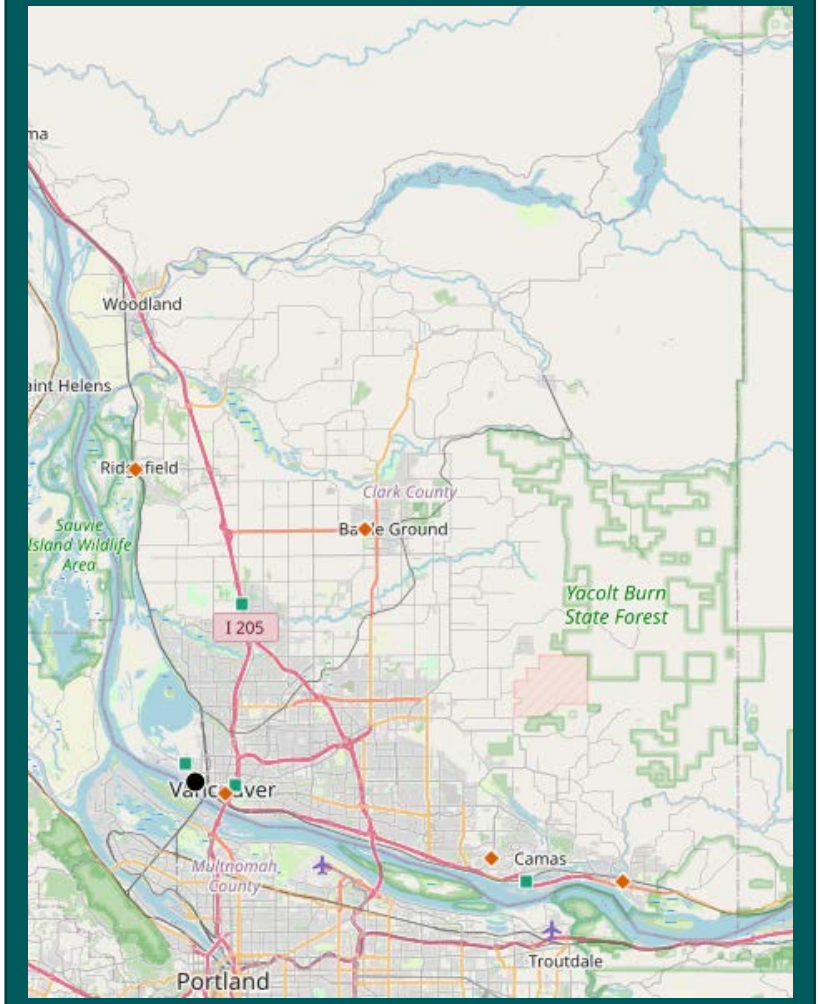
- Evaluating mode share and mode shift potential for current and future conditions can help inform investments in mode-specific facilities.

Regional Financing

Significant State Projects

1. Washington State Legislature Approves Financing Bill
2. WSDOT designs projects
3. WSDOT constructs Projects

2015 Connecting Washington funding package



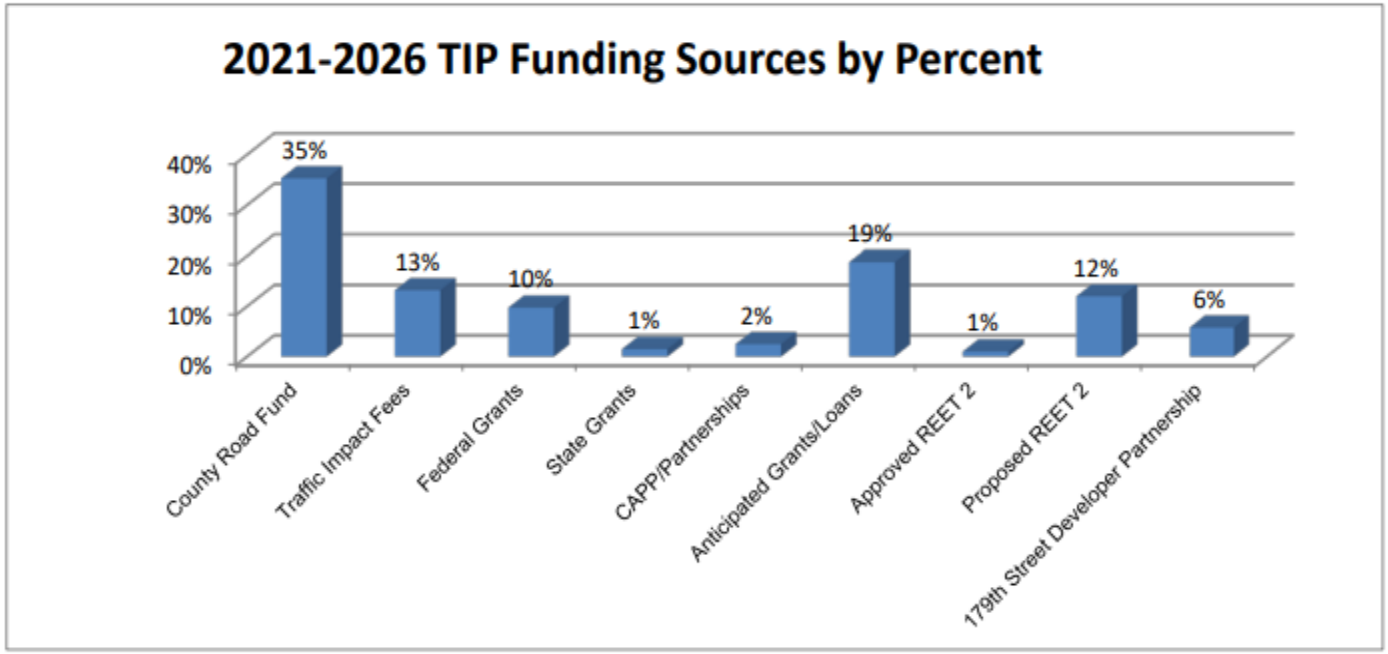
Regional Competitive Funding

- **Federal Funding Sources**
  - National Highway Performance Program
  - Surface Transportation Block Grant Program
  - Surface Transportation Program – Bridge Projects
  - Congestion Mitigation and Air Quality
  - Highway Safety Improvement Program
  - Transportation Alternatives Program
  - Safe Routes to School Program
  - Federal Emergency Management Agency Funding
  - Federal Lands Access Program
  - Highway Infrastructure Program

- **State Funding Sources**
- Urban Arterial Program
- Urban Sidewalk Program
- Rural Arterial Program
- County Arterial Preservation Program
- Pedestrian and Bicycle Program
- Community Economic Revitalization Board
- Public Works Trust Fund
- Washington State Department of Ecology's Water Quality Combined (WQC) Funding Program

Local Funding

- Clark County Road Fund
- Traffic Impact Fees
- Real Estate Excise Taxes
- Road Improvement Districts
- Latecomers Agreements
- Partnership Agreements



Financing Clark County Transportation Projects

- 20-Year Capital Facilities Plan

  GMA requires that there be a balance between proposed land use, resulting traffic forecasts and transportation improvements directed by the LOS standards and available revenues.

- 6-Year Transportation Improvement Program

  GMA (36.70A) requires “a multi-year financing plan based on the needs identified in the comprehensive plan.” The 2016-2021 Transportation Improvements Program (TIP) serve as the short term implementation mechanism of this plan.

- Annual Construction Program

  Transportation projects to be designed or built during the year

Stretching Local Dollars

- Creating Performance Measures aligns Clark County with State Performance Measures
- Additional funding opportunities will likely occur
- Using local funds to capture state and federal grants results in more investment opportunities and system improvements

Sounding Board Questions - January

1. Are we fulfilling the Countywide Planning Policies to coordinate among jurisdictions?

2. Should Clark County revise the street classification system to improve mobility for the three user groups (pedestrians, bicyclists, and vehicles)?

3. Are there obvious differences in the transportation infrastructure between different jurisdictions in Clark County?

4. Should the level of service standards be consistent between jurisdictions in all of Clark County?

Report Road Concerns

- Report a Road Concern
  - For issues that don't require immediate attention, such as a pothole or vegetation issue, filling out an online maintenance request is an excellent way to report a road or park concern (link below).

  https://clark.wa.gov/public-works/report-park-road

- Speeding
  - Public Works also does not enforce speed laws or issue traffic and parking citations. Residents who want information about enforcement should contact the Clark County Sheriff's Office or call the sheriff's speeding hotline: 360.397.2211 ext. 5482.

Thank you

Comments, questions?

- Staff contacts:
  - Gary Albrecht, Project Manager, Transportation Planner, gary.albrecht@clark.wa.gov, 564.397.4318
  - Matt Hermen, Transportation Planner, matt.hermen@clark.wa.gov, 564.397.4343
  - Michael Sallis, Transportation and Land Use Planner, michael.sallis@clark.wa.gov, 564.397.4544

Thank you!

Comments and questions

- Clark County Public Service Center
- 1300 Franklin Street • PO Box 5000
- Vancouver, WA 98666-5000